OF THE
RAILROADS OF CONNECTICUT
TO ACCOMPANY THE REPORT OF THE
RAILROAD COMMISSIONERS.
1890
PREPARED BY
S.D.TILDEN. HARTFORD.

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Lith. of W.H.Dodd & Co. Hartford.

1889.

37TH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF CONNECTICUT,

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

ANNUAL RETURNS OF THE RAILROAD COMPANIES OF THE STATE FOR THE YEAR ENDING JUNE 30, 1889.

PRINTED BY ORDER OF THE LEGISLATURE.

HARTFORD, CONN.:
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1890.

State of Connecticut.

REPORT.

To His Excellency, MORGAN G. BULKELEY, *Governor of Connecticut:*

We beg leave to submit the thirty-seventh annual report of the Railroad Commissioners, being that for the year ending December 31, 1889, accompanied by the returns of the companies for the year ending June 30, 1889, together with the statistical statements and tables prepared therefrom.

The railroad history of our State for the year may almost be summarized in the statement that the first six months were spent in legislative contests, and the rest of the year in becoming adjusted to the situation, and in plans for taking advantage of legislative successes or avoiding the results of legislative failures, the most notable exception to this summary being the completion of the justly famous Thames River bridge, elsewhere described. The only new railroad construction has been the completion of the approaches to this bridge, and the only application for our approval of the location of projected lines was that of the Hartford & Connecticut Western Railroad Company, for approval of the location of its "Springfield Branch," so called, from a point on its present line a little westerly of its Tariffville station to the Massachusetts line, in the town of Suffield, a distance of about 10.15 miles. The corporate existence of the New York & Connecticut Air Line Railway Company expired by statute limitation on the 22d day of October last, the Legislature having refused to extend the time. Six days earlier, to wit: on the 16th day of October the articles of association of the New York, Bridgeport & Eastern Railroad Company were filed in the office of the Secretary of State, the corporators being essentially the same as those of the New York & Connecticut Air Line, the direct descendants of "The Olmstead Parallel." No application, however, has as yet been made to us to approve the location of the road. The Legislature of 1887 extended the time within which the Hartford & Harlem was

required to complete its road till the 19th of May next, provided it should expend five hundred thousand dollars in actual construction by the 30th of December, 1888. We have no information of any such expenditure.

INCREASE OF CAPITAL STOCK.

Upon the applications of the New York, New Haven & Hartford and the Housatonic railroad companies for authority to increase their capital stock, pending a year ago, we made our reports to the General Assembly, recommending that the applications be granted upon the terms and in the manner stated in our reports.

The application of the Housatonic developed into an effort to secure such legislation as would authorize it to build the long-talked-of "parallel railroad" from New York to New Haven. After a most protracted and bitter struggle the petition of the Housatonic was rejected, and that of the New York, New Haven & Hartford granted under certain terms and conditions, authorizing it to issue not exceeding $35,000,000 of additional capital stock, to be used in taking up its existing funded and floating debt, to make permanent improvements and additions in the property of the company and its leased lines, and in exchange for the capital stock and obligations of any company whose property it then held or might, before the end of 1899, acquire under lease of not less than fifty years' term; roads hereafter leased, to which this provision applies, to be wholly or in part within this State. Only $3,100,000 of this authorized increase has been issued and used to pay so much of the floating debt of the company. The policy of the company as to the remainder has not yet been made public, if it has been decided upon, except that work for double-tracking the Shore Line division for about half its length is in progress, and the four-tracking of two sections of the New York & New Haven division has been determined on.

The past year has been one of only moderate prosperity to the railroads of the country, in which our own companies have generally shared. The reaching out into the territory of rivals, and the excessive expansion, too great for the demands of business, have proved the ruin of valuable properties; and the irritation between managers seeking business with little regard to profit,

stockholders who think the first object should be to make a reasonable return on capital invested, and that outside public who hold all considerations subordinate to its accommodation, seems constantly to increase, and whether it is to result in still greater consolidations, either before or following bankruptcy, or in governmental ownership, no one can venture to prophesy.

ANNUAL RETURNS.

Upon the invitation of the Interstate Commerce Commission a general conference of Railroad Commissioners was held last March at the offices of the Interstate Commission in Washington, at which twenty-one States and one Territory were represented; also the Association of American Railway Accounting Officers by its general officers, executive committee, and some individual members; the railway press was also represented. Several important matters were considered, but the most prominence was given to the question of railway statistics with especial reference to the formulation of a uniform system of reporting. Such uniformity involves a common date for closing accounts, an agreement in classification of accounts, and a common form for reporting, the first and last being more easily obtainable than the second. At the time of the meeting the date fixed for the close of the fiscal year was the 30th of June in ten States, the 30th of September in six, the 31st of December in five, while quarterly reports were required in one State and monthly in another. It was further stated that of 627 operating railroad companies in the United States, 295 closed their fiscal year on December 31st, 137 on September 30th, and only 99 on June 30th. In consideration, however, of the fact that the 30th of June was the date recommended by the Saratoga convention of Railroad Commissioners in 1879, and adopted by the Interstate Commission, it was agreed to with practical unanimity. A committee on statistics was appointed, who, taking as a basis the form recommended by the Saratoga convention, and the one in use by the Interstate Commission, prepared a form which was recommended for universal adoption. The action of the conference commends itself to every one who takes enough interest in the subject to give it consideration. Without this uniformity, comparisons between the different companies is impossible, and even approximate accuracy improbable. Though there are many roads in the

country so short and doing so little business that, at first thought, their method of doing business seems of no general importance, yet there is perhaps none whose operations do not become of general interest and consequence by reason of its relations to other roads and systems. The form of returns recommended is in its general plan like that in use in this State since 1878, but differs in its details, omitting questions on several points which we have regarded as of interest, and adding many more not included in our form. Some things in the form recommended, as for instance the arbitrary division of passenger and freight expenses according to mileage, may seem decidedly objectionable, but the propriety of bringing our State into line, both as to date of fiscal year and form of returns, seemed so manifest, that on our return from the conference we prepared a bill for a public act providing for the change. This bill was accepted by the committee to whom it was referred, passed by the Legislature, and approved by the Governor on the fourth of June. As the law was not passed till near the close of the year for which the present returns are made, the companies were unable to answer the questions so fully as they will hereafter. There is therefore some want of uniformity, and possibly also some inaccuracies which more experience both on our part and theirs will hereafter avoid. As these returns embrace the full year from July 1, 1888, to June 30, 1889, they of course include the business for the three months of July, August, and September, 1888, which was heretofore reported in the returns for the year ending September 30, 1888, but this was thought better than only to include the business for nine months.

CAPITAL STOCK AND INDEBTEDNESS.

The returns show an increase in the amount of capital stock issued between September 30, 1888, and June 30, 1889, of $1,489,950.00, the total amount outstanding at the latter date being $64,703,558.34, the New York, Providence & Boston having added $1,000,000.00 to its issue; the New York & New England having increased its issue of preferred stock $383,700.00, and all of the Berdell Bonds, including the $89,000.00 not yet converted, being included in the common stock, which is increased $266,000.00 thereby; and the stock of the Housatonic being reduced $180,100.00 by the conversion of 5,540 shares of old com-

mon stock into 3,693 shares of new preferred at the rate of one and one-half shares of old for one of new, and the conversion of 46 shares of old preferred into 92 shares of new preferred, at the rate of one of old for two of new. Some slight changes in the stock of other companies make up the remainder.

The total debt, including the gross amount of current liabilities, shows an increase of $4,158,755.84, amounting in the whole to $40,679,762.86. The funded debt amounts to $32,768,670.74, an increase of $2,712,170.74, and the gross amount of current liabilities to $7,911,092.12, an increase of $1,759,153.75. The funded debt of the New Haven & Derby increased $1,052,620.88, and its current liabilities decreased $507,528.89; the funded debt of the New York & New England increased $1,750,549.86 while its current liabilities decreased $1,471,279.76. The funded debt of the Meriden, Waterbury & Connecticut River, which was $200,000.00, was bought in by the company, and stands transferred to current liabilities, which have increased $467,335.21. The funded debt of the Housatonic increased $109,000.00, and the current liabilities about $244,000.00; the current liabilities of the New York, New Haven & Hartford increased $2,065,481.36, and those of the New York, Providence & Boston $791,076.51. The amount of over-due interest on defaulted bonds is not included in the gross amount of current liabilities, which would increase it some $350,000.00. The stock issued averages $44,427.66 per mile of road or $36,560.02 per mile of single track, not including sidings. The funded debt averages $22,500.08 per mile of road, or $18,515.57 per mile of single track, and the current liabilities average $5,432.02 per mile of road, or $4,470.07 per mile of track. The capital stock of the New York, New Haven & Hartford is greatest per mile of road, amounting to $109,556.12, while that of the re-organized New Canaan is smallest, $13,038.83, with the Danbury & Norwalk next, at $16,574.59. The funded debt of the New Haven & Derby is greatest per mile, amounting to $93,961.93, while the Hartford & Connecticut Valley, the Meriden, Waterbury & Connecticut River, the Shepaug, Litchfield & Northern, the Rockville, and the South Manchester had no funded debt, though the Meriden, Waterbury & Connecticut River Railroad Company had $600,000.00 of first mortgage and $400,000.00 of second mortgage ready to be issued.

GROSS EARNINGS.

The gross earnings show an increase over the year ending September 30, 1888, of $647,836.23, or 3.44 per cent., the total for the year being $19,486,878.34; of which $8,690,033.15 was passenger earning, and $9,287,227.98 freight, being an increase of 5.34 per cent. in passenger earnings, and 2.45 per cent. in freight.

OPERATING EXPENSES.

The operating expenses, which for the year ending September 30, 1888, showed the large increase of 12.88 per cent. on the previous year, and amounted to a total of $14,164,565.51, or 75.20 per cent. of the gross earning, amounted the past year to only $13,284,677.47, which was 6.21 per cent. less than the preceding year, and 68.16 per cent. of the net earnings.

NET EARNINGS.

The gross earnings having increased, while the operating expenses were less, of course the net earnings show a handsome increase of $1,532,995.14, or 32.77 per cent. For purposes of comparison we have given net earnings as distinguished from net income. If to the net earnings from operating, $6,210,294.88, we add income from all other sources, $1,143,005.03, and deduct payments for interest, rentals, and taxes, $4,461,845.87, we have the net income, $2,891,454.04.

DIVIDENDS.

Omitting the $193.50 paid by Hartford & Connecticut Western on account of one and one-half per cent. dividend of December 1, 1882, and the cash payment of $12,200.00 to the holders of old preferred stock of the Housatonic Railroad Company, dividends were paid during the year by thirteen companies, amounting to $2,850,-850.90, ranging from four to ten per cent., and averaging within a small fraction of five per cent. on the $57,118,158.34 capital of those companies.

PROPERTY ACCOUNT.

The property account, including cash and current assets, has increased $3,944,689.94, amounting, exclusive of Ridgefield & New York, to a total of $112,270,631.25, divided under the new classification as follows: cost of road, $89,616,991.13; cost of equipment,

$12,651,904.09; stocks and bonds, $4,003,872.34; miscellaneous items, $5,997,863.69.

The cost of road now averages $61,534.07 per mile of road, main line and branches, or $50,637.07 per mile of single track, not including sidings. The cost of equipment averages $8,046.85 per mile of road operated.

LENGTH OF ROADS.

The "Derby Extension," being the connection between Birmingham on the New Haven & Derby and Botsford's station on the Housatonic, had been opened at the date of our last report, but its length was not included in the returns for 1888. It adds 13.58 to the length of railroads in the State. A connection between the Housatonic and Danbury & Norwalk at Danbury adds .08, and the extension of the Meriden, Waterbury & Connecticut River to a connection with the New York & New England in Waterbury, adds 1.43, making the total, June 30, 1889, 1,005.26 miles. Of this, 178.77 is double track, making a total of 1,184.03 single track miles. The length of sidings given was 321.76, which would make the total length of tracks in the State 1,505.79.

PASSENGERS AND FREIGHT CARRIED.

A little over a million more passengers were carried on our roads than the preceding year, the whole number being 24,010,221, as against 22,972,666, or 4.51 per cent. increase.

The quantity of freight carried also shows an increase amounting to 7,926,382 tons, which was 196,833 more than the preceding year. On average the passengers were carried almost the precise distance as last year, or 19.39 miles instead of 19.38 miles. Each ton of freight was carried on the average 69.36 miles, or 2.88 miles further than the preceding year.

TRAIN MILEAGE.

The train mileage shows about the same increase as during the preceding year. It amounted to 15,071,670, an increase of 996,230, or 7.08 per cent., showing the per cent. of increase to be the same as last year within a very small fraction. This increase was however very largely in the miscellaneous mileage, that of passenger trains increasing 382,893, or 5.59 per cent.; the freight train mile-

age increased 93,388, or only about 0.20 per cent.; the miscellaneous mileage increased 519,949 miles, or 20.37 per cent.

	Passengers carried.	Per cent. of increase.	Passenger train — mileage.	Per cent. of increase.	Passenger earnings.	Per cent. of increase.
1880	11,723,633	.....	4,471,815	.....	$5,314,224.64	.....
1881	13,205,826	12.73	4,929,498	10.23	6,110,390.50	14.98
1882	15,406,786	16.67	5,481,783	11.20	6,706,304.61	9.75
1883	16,352,617	6.14	5,848,310	6.69	7,041,937.02	5.05
1884	16,957,574	3.70	5,891,372	.73	7,208,545.77	3.78
1885	17,430,921	2.79	6,009,251	2.00	7,171,389.92	*2.24
1886	19,011,381	9.06	6,146,401	2.12	7,754,571.26	8.13
1887	21,380,621	12.46	6,347,192	5.83	8,021,169.33	3.43
1888	22,972,666	7.45	6,849,291	7.91	8,249,094.87	2.84
1889	24,010,221	4.51	7,232,184	5.59	8,690,033.15	5.34
1880 to 1889	.....	104.80	.....	61.75	.....	63.52

	Tons of freight carried.	Per cent. of increase.	Freight train — mileage.	Per cent. of increase.	Freight earnings.	Per cent. of increase.
1880	5,095,963	.....	3,150,909	.....	$6,134,583.84	.....
1881	5,839,358	14.57	3,635,579	15.38	6,672,145.40	7.13
1882	6,646,838	13.83	4,123,846	13.43	7,376,878.75	10.56
1883	7,219,469	8.46	4,372,635	6.03	8,003,510.07	8.49
1884	8,169,319	13.15	4,160,321	*4.86	7,537,516 66	*5.82
1885	6,873,997	*15.86	3,800,597	*8.65	7,284,985.37	*3.48
1886	7,925,815	15.30	4,148,540	9.15	8,383,431.08	13.70
1887	8,438,712	6.48	4,308,164	3.84	8,830,384.15	5.45
1888	7,729,549	*8.41	4,673,783	8.48	9,064,789.57	2.65
1889	7,926,382	2.54	4,767,171	2.00	9,287,227.98	2.45
1880 to 1889	.....	35.92	.....	51.29	.....	51.39

*Decrease.

EARNINGS AND EXPENSES PER MILE OPERATED.

The total number of miles of road operated was 1,572.29 and the gross earnings per mile averaged $12,394.02, an increase of only .64 per cent. The operating expenses averaged $8,449.31 per mile operated, a decrease of 8.75 per cent. The net earnings per mile operated averaged $3,949.31, a gain of 29.16 per cent.

EARNINGS AND EXPENSES PER MILE RUN.

The gross earnings per mile run averaged one dollar, twenty-nine cents and three mills, being four cents and six mills less than

the preceding year. The gross expenses averaged eighty-eight cents and one mill, being a decrease of twelve cents and six mills. The net earnings averaged forty-one and two-tenths cents, a gain of nine cents per mile run.

MAINTENANCE OF ROADS.

The average cost of maintenance of road per mile operated was $1,581.53, a decrease of $40.61 per mile. The average cost of maintenance per mile run was $0.162, or $0.014 less than last year.

CONDITION OF THE ROADS.

Beyond the necessary renewals and repairs incident to maintenance little has been done on most of the roads of the State during the past year. The few exceptions will be noticed under their proper heads, the most important of which being the Thames River bridge at New London, the Asylum Street improvement at Hartford, the double track work on the Shore Line division of the New York, New Haven & Hartford road, and the extensive improvements in the condition of the Hartford & Connecticut Western. To intelligently comprehend how much is implied by this statement it is necessary to consider the amount of money annually expended, and the number of men employed in the maintenance of way departments of the railroads of the State. To provide and maintain such a roadbed, track, and bridges as are essential to a safe and economical railroad service has constituted about 20 per cent. of the operating expenses of the year, amounting to about $2,859,718.01, and has required the employment of about 3,681 men. It requires more than ordinary capacity, experience, and training to properly direct and supervise this large expenditure so as to give the best results for the least money, and the importance of this department cannot be prudently overlooked; for the diligent and faithful administration of its affairs contributes materially to the ease, comfort, and safety of public travel, while carelessness and neglect in these matters cause accident, injury, and death. As an evidence of the skill and good judgment displayed in the management of this department, it is a pleasure to be able to report that the railroads of the State were never in better condition than now. Since our last report the Hartford & Connecticut Western Railroad has been leased to the Central New England & Western Railroad Company,

the New Haven & Derby Railroad has been leased to the Housatonic Railroad Company, and the Rockville Railroad has been purchased by the New York & New England Company. Of the twenty-one railroads now in operation in the State fourteen are leased or sold to other companies, by whom they are operated.

HOUSATONIC RAILROAD.

Since the close of the fiscal year, viz., June 30, 1889, this company has added to the mileage of leased lines operated by it by incorporating under its direct management the New Haven & Derby Railroad, by a lease for a term of 999 years. In consequence of this the operating report of the New Haven & Derby Company will hereafter be included in the report of the Housatonic Company. This makes the total mileage now operated by the last-named company to be 189.53 miles. The system, as thus constituted, has tide water connections at New Haven, Bridgeport, and Wilson's Point. During the past year a short connection has been built between the Brookfield branch and the main line of the Danbury & Norwalk division, over which the trains of the Brookfield branch run into the passenger station on Main street, heretofore used exclusively by the Danbury & Norwalk railroad, and since the completion of this connection the Brookfield branch has been operated as a part of the Danbury & Norwalk division. The passenger station in Danbury formerly used by the Brookfield branch has been removed to Brookfield Junction, thus furnishing excellent station facilities there which have long been needed. New steel rails have been laid from Bridgeport to a point about five miles north of that place, also in the vicinity of the tunnel north of Newtown. A new iron bridge upon new masonry foundations has been erected the past season just north of Falls Village. The roadbed, track, and bridges are in good condition.

DANBURY & NORWALK DIVISION.

In May last the docks and freight-houses of the New England Terminal Company at Wilson's Point, described at length in our last report, were destroyed by fire, in consequence of which the freight originating on this division was principally shipped to New York via Bridgeport. The docks have been re-built, the grounds of the Terminal Company have been enlarged by the acquisition of additional land, which is being graded to afford increased track

facilities, and the transportation of freight in cars upon barges between this point and New York city has been resumed, a large floating equipment suitable for the transaction of such business having been provided therefor. A limited express train between New York and Pittsfield, Mass., has been successfully run over this division the past summer via South Norwalk, Bethel, Hawleyville, and thence over the main line of the Housatonic Railroad.

The gross earnings of the Housatonic system are increased over the last year $71,933.71, the operating expenses are diminished $90,523.92, and the net earnings are increased $162,457.63. One locomotive, ten passenger cars, and thirty-four freight-cars have been added to the equipment.

HARTFORD & CONNECTICUT WESTERN.

Extensive improvements have been made in the condition of this road during the past year. At Ore Hill the line which formerly passed over a deep gorge of the mine on a bridge, the foundations of which were liable to become insecure, has been changed by the construction of a new line which passes around the mine on solid ground, thus avoiding the necessity of a bridge and rendering the operation of the road at that point much safer than formerly. On its passenger trains the Westinghouse automatic air brake has been substituted for the straight air brake heretofore used. The numerous rock excavations which were left too narrow in the original construction of the road have been widened. A large number of iron girder bridges have been substituted for wooden structures, and the wooden bridges remaining have been strengthened with additional chord pieces, braces, and rods. The iron bridge over the Farmington River at Satan's Kingdom, so called, which was considered too light for the requirements of a heavier traffic, has been removed, and a heavier iron bridge has been erected in its place, of sufficient strength to meet the demands of the heaviest business. This company has leased its road to the Central New England & Western Railroad Company, a corporation organized under the laws of the State of New York and owning a road extending from a point of connection with the Hartford & Connecticut Western Railroad at Silvernails to Campbell Hall, N. Y., except that portion embraced by the Poughkeepsie bridge and its approaches. At Campbell Hall connection is made with the

Pennsylvania, Poughkeepsie & Boston, the Lehigh & Hudson River, the Erie, and the New York, Ontario & Western railroads. The Springfield branch of the Hartford & Connecticut Western Railroad has been located from a point near Tariffville station to a connection with the Connecticut River Railroad near Brightwood, one of the northern suburbs of Springfield, Mass. Its location has been approved, as stated elsewhere, and its early construction is promised.

The gross earnings have been increased the past year $6,464.57, the operating expenses have been diminished $1,991.12, and the net earnings are increased $8,455.69.

One locomotive and five freight cars have been added to the equipment.

MERIDEN, WATERBURY & CONNECTICUT RIVER RAILROAD.

The general condition of this road has been much improved during the past year. This applies not only to the newly constructed portion of the road, but to that portion between Meriden and Cromwell also. The roadbed has been put into better shape by filling some of the high trestles, widening the embankments, introducing a better system of drainage, and by ballasting the track more thoroughly and bringing it into better line and surface. A connection with the New York, New Haven & Hartford railroad in Meriden, in process of construction at the time of our last report, has been completed, and connections have been made in the city of Waterbury with various manufacturing interests located on its line through that city. The gross earnings for the year ending June 30, 1889, are reported to be $67,835.86, the operating expenses are $75,929.87, leaving a deficit in the year's business of $8,094.01. The sum of $26,708.73 has been expended in the maintenance of way and structures. Two locomotives and four passenger cars have been added to the equipment.

NEW HAVEN & DERBY RAILROAD.

The track on the main line of this road has been improved by the substitution of angle bars for fish plates, and by a general relining of the curves, also by a large amount of ballasting and surfacing done on the entire line. New steel rails have been laid between New Haven and West Haven, and the pile bridges west of

New Haven are now being rebuilt and strengthened. A new engine-house is also in process of erection in New Haven. The terminal buildings, train-shed, tracks, and facilities in New Haven, which were not fully completed at the time of our last report, have been finished, and are superior, both in capacity and convenience, to those used heretofore, thus enabling the company to give the public better service and to transact its business with less annoyance to travel upon the public streets of the city. In conformity with the drift and tendency of the times, as elsewhere stated, this road will hereafter be practically consolidated with the Housatonic railroad, by a lease effected during the past year, thus causing it to disappear from the list of the operating roads of the State. That portion of the Botsford branch, which belongs to this company, is generally in good condition, with the exception of a high temporary trestle which was somewhat injured by the heavy rains of the past summer, for which a solid embankment should be substituted at an early day. The gross earnings of the past year have been increased $12,146.28, the operating expenses are increased $13,466.76, and the net earnings are diminished $1,320.48.

Two locomotives have been added to the equipment.

NEW LONDON NORTHERN RAILROAD.

A large amount of work has been done and considerable money expended in renewing and repairing the numerous bridges on this line in Connecticut. The work has been well done and the bridges were never in so good condition as now. The track and roadbed have also been well maintained during the past year. The gross earnings are $29,204.90 less than last year, the operating expenses are reduced $52,568.76, and the net earnings are increased $23,363.86.

NEW YORK & NEW ENGLAND RAILROAD.

Many of the wooden bridges and trestles on that portion of this line west of Waterbury, which was opened for use in 1881, have been furnished with new ties, guard timbers, and stringers, and with such other repairs as were needed ; also, a large amount of similar work has been done on other portions of the line, so that the condition of the bridges has been materially improved during the past year. A new iron bridge has been ordered to take the place of the Howe truss bridge over the Hop River, near William-

tic. The high trestle over Hop Brook, west of Waterbury, has been partially filled, and it is hoped that a solid embankment will soon be substituted for that structure. The track has been much improved by laying five hundred tons of new steel rails, weighing seventy-five pounds per yard, between Terryville and the Summit siding, so called, and one thousand tons between Vernon and Andover. The contrast between the present and former condition of the Connecticut Central and Melrose branches is very marked, resulting from the liberal use of cinders for ballast in place of the fine sand and soft soluble material heretofore used for that purpose, and the substitution of steel rails for old iron rails on the Connecticut Central, together with the general renewal and repairs of the bridges. The Rockville branch has, during the past year, become a part of the New England system, and its business will hereafter be included in the report of that company.

PROVIDENCE DIVISION.

The track of this division has been maintained in its usual condition, and several of the bridges have been improved by needed repairs and renewals.

NORWICH & WORCESTER DIVISION.

A new engine-house, containing fourteen stalls, and a new turn-table, has been erected at Norwich, and the enlargement of the adjoining yard and the readjustment of the tracks upon the same is contemplated. The track and bridges of the division are in good condition.

The gross earnings of the New York & New England system are $223,947.72 more than last year, the operating expenses are $264,241.31 less, and the net earnings are increased $488,189.03.

Three locomotives, fifty-four passenger cars, and three hundred and twenty-nine freight cars have been added to the equipment.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

NEW YORK DIVISION.

Very little new work of importance has been undertaken on this division during the past year. Early the past summer considerable work was done on the New Canaan branch, in widening

the cuts and embankments, surfacing and lining the track, opening suitable ditches and drains, and otherwise improving the condition of the roadbed and track. A shelter station was also erected at Talmadge Hill, on that division. The west span of the bridge at Cos-Cob has been removed, and a new and heavier iron span has been substituted therefor; also several other small iron girder bridges have been erected during the year. The track has been maintained in good condition, as is shown by the ease and smoothness with which trains pass over it in comparison with the travel on most other roads. The widening of the roadbed between the passenger station at New Haven and the West Haven piling is an important improvement which has been in progress for some time, now nearly completed, and will afford a large amount of additional track room, greatly facilitating the approach to the New Haven station from the south, which has for a long time been so contracted as to be inadequate for the movement of the large and increasing business of that station. It is announced that the grading is soon to be commenced for four tracks between Westport and the drawbridge at South Norwalk, which work will also involve the elimination of the two grade crossings between those points.

HARTFORD DIVISION.

Three thousand tons of new steel rails, weighing 73½ pounds per yard, have been laid in the track on this division during the past year. Banjo signals have been placed on each side of all the stations of this division, so located and operated as to prevent any train from entering a block until the preceding train has passed out of it, thus guarding against accidents within the station limits. The change in the alignment of the track on the west approach to the Connecticut River bridge, above Windsor Locks, described in our last report, has been completed, and will contribute much to the safety of the operation of that portion of the road. The completion of the Asylum Street improvement and depot in the city of Hartford, and the opening of the same for public use, is one of the important events of the year. The station building is the largest, most elaborate and costly structure erected for such a purpose within the State. As might be expected, some of the inconveniences and annoyances incident to the transaction of a large passenger business upon a structure elevated twenty feet above the surface of the ground, and reached by various approaches, have

been practically experieneed, causing some reasonable and some unreasonable adverse criticisms of both the plan and the management of the station. It will generally be conceded that the business of a railway station can be most economically and conveniently transacted, so far as both the railroads and their patrons are concerned, on the surface of the ground, or at grade. To compensate for this inconvenience, however, the perils of a grade crossing at Asylum Street have been averted, and if the patience of the public will permit the station to be operated in accordance with its design, the safety of those who use it will be secured.

SHORE LINE DIVISION.

A new passenger station has been erected and opened for business at Cedar Hill, near the junction with the Hartford division, in the city of New Haven, which is a great convenience to that growing section of the city. The new iron bridge over the Connecticut River has been completed the past season, and it is a fine structure, although it seems as if it should have been a double instead of a single track bridge, in view of the fact that the double-tracking of the Shore Line is already in progress. Grading for a double track is now well advaneed between Clinton and East Lyme, and in some places the second traek is being laid. Between East Lyme and South Lyme the line has been changed so as to reduee the curvature and straighten and improve the alignment.

It is announeed that the right of way is to be seeured for a double track the entire length of the division, and that portion between Clinton and New London is to be constructed during the present year, the rapidly increasing business of the line making this improvement a necessity.

AIR LINE DIVISION.

The roadbed of this division was injured somewhat by the heavy rains of the past summer, interrupting travel temporarily, but the damage was soon repaired and business promptly resumed again. This was owing to defeetive drainage, whieh is being gradually remedied. Some of the bridges have been refloored and put in good eondition, and new abutments of masonry have in some cases been erected in place of temporary wooden abutments and retaining walls. The track, roadbed, and bridges are now in good condition.

NAUGATUCK DIVISION.

The track, roadbed, and bridges of this division have been maintained in good condition during the past year, but no new work of special importance has been undertaken. Complaint was made to us by some of the citizens of Naugatuck, of the inadequate station facilities at that place, and upon examination such complaint seeming to us to be well founded, at our suggestion the officials of the company decided to separate the freight and passenger business, and to provide more commodious accommodations for each.

NEW HAVEN & NORTHAMPTON DIVISION.

The general condition of this road and of the New Hartford branch is better than it has been for some time past. Many of the bridges have been refloored and otherwise repaired, and the track is in good alignment and surface. The lack of good gravel ballast renders it difficult to maintain the track in satisfactory condition, the prevailing material for this purpose being fine sand, which is soluble and yielding when wet, and envelops a passing train in a cloud of dust when dry. Some of the citizens of Collinsville have complained to us of the unsatisfactory condition of the passenger station at that place, and it seems to us that there are just grounds for such complaint. The present passenger accommodations are neither comfortable nor decent, and it is hoped that the cause of complaint will soon be removed.

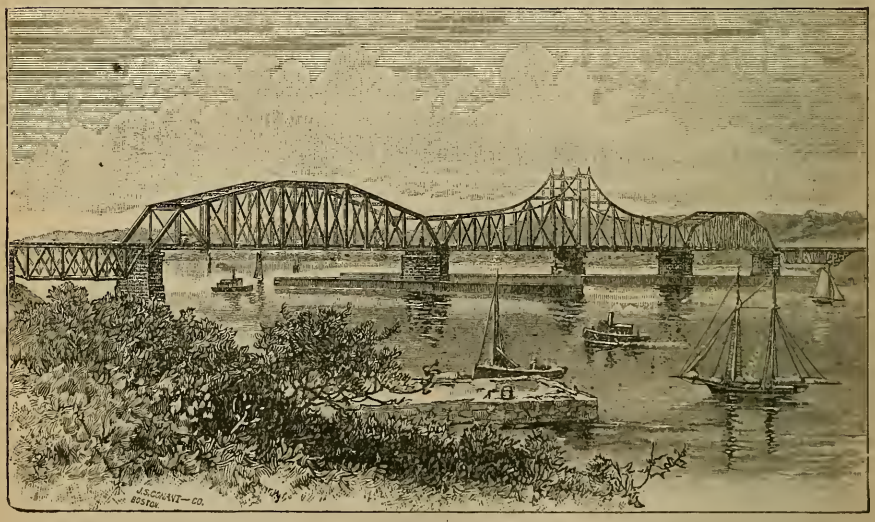
VALLEY DIVISION.

A new iron bridge has been erected, the past year, over the track from the quarry at Cromwell, also at the second bridge south of Goodspeed's station; and suitable renewals and repairs have also been made upon various other bridges needing the same. The roadbed, though somewhat injured by the heavy rains of the past season, was promptly repaired, and is now in good condition. In many places where the embankments are exposed to injury by freshets, they have been protected by rip-rapping with stone.

The gross earnings of the system operated by the New York, New Haven & Hartford railroad are $277,132.72 more than last year, the operating expenses are diminished $502,123.25, and the net earnings are increased $779,255.97. Twenty-four passenger cars and one hundred freight cars have been added to the equipment.

NEW YORK, PROVIDENCE & BOSTON RAILROAD.

The Thames River bridge and its approaches have been completed, and were formally opened, with appropriate ceremonies, October 10, 1889. This important improvement has been under consideration since 1859, but the plans were not matured and the work of construction commenced until June, 1888, and was completed sixteen months afterwards, which, in view of the magnitude of the work, was a creditable performance. The bridge and its approaches were described in detail in our last report, but, at the risk of repetition, some additional information concerning it is now given. It is a double-track structure, composed of steel, its entire length being 1,423 feet, consisting of one draw span 503 feet long, two through spans each 310 feet long, and two deck spans each 150 feet long. The bridge is proportioned to carry a moving load on each track of two consolidation locomotives, weighing 86 tons each, followed by a train-load of 3,000 pounds per lineal foot.



THAMES RIVER BRIDGE BETWEEN NEW LONDON AND GROTON.

Clear distance between trusses,	26 feet.
Central height of fixed through spans,	45 "
End height of fixed through spans,	25 "
Central height of draw span,	71 "
End height of draw span,	25 "
Clearance above mean high water,	30 "
Depth of mean high water at Pier 2,	61 "
Depth of mean high water at Pier 3,	55 "

Depth of mean high water at Pier 4,	47 feet.
From mean high water to hard bottom at Pier 2,	135 "
From mean high water to hard bottom at Pier 3,	130 "
From mean high water to hard bottom at Pier 4,	110 "
Weight of steel in superstructure,	4,800,000 lbs.
Masonry in substructure,	8,500 cubic yds.
Number of piles under draw pier,	639
Number of piles under Piers 2 and 4, each,	368
Timber in foundation curbs and platform,	2¼ million feet, B. M.
Weight of draw in motion,	1,300 tons.

Length of west approach,	1.00 miles
Length of bridge,	.27 "
Length of east approach,	3.86 "
Total,	5.13 "

Cost of substructure of bridge,	$370,000
Cost of superstructure of bridge,	280,000
Cost of approaches of bridge,	750,000
Total cost,	$1,400,000

The piers rest upon pile foundations, which were driven in the bottom of the river and sawed off evenly by a circular saw fastened to the end of a perpendicular revolving shaft, thus constituting a level platform or surface for the reception of the timber floor of the caisson containing the masonry. A caisson was then constructed in the form or shape of the pier, the floor of which was composed of layers or courses of heavy squared timbers, and floated into position over the foundation, into which the masonry was then laid, at the surface of the water, gradually settling as the work progressed, until it rested firmly upon the foundation prepared for it, having been accurately guided into its proper position within a small fraction of an inch. There are many critical periods in the progress of such a work as this, when its success is largely dependent upon a favorable condition of the elements. In this instance, the method of construction was wisely planned and successfully executed under the skillful management and direction of the eminent bridge engineer, Mr. A. P. Boller, of New York city, and his experienced assistant, Col. J. Albert Monroe. The draw is operated by steam, and is guarded against the approach of trains, when open, by derailing switches, signals, and a complete system of safety appliances, designed and arranged by the Union Switch and Signal Company, of Swissvale, Penn. An ingenious device, by which the movable end rails of the draw are locked and clamped rigidly in

place before the danger-signals and derailing switches can be restored to safety and closed, is deserving of special mention and general adoption.

The completion of this important undertaking obviates the detention and danger of a transfer by boat, which was always a disagreeable feature of this route, and enables the company to shorten the running time of its trains between New York and Boston — changes which will be much appreciated by all Shore Line patrons.

The gross earnings have been increased $60,087.18, the operating expenses are diminished $24,197.95, and the net earnings are increased $84,284.13 above those of the preceding year.

Two locomotives, three passenger cars, and twenty-five freight cars have been added to the equipment.

SHEPAUG, LITCHFIELD & NORTHERN RAILROAD.

This road has been maintained in its usual condition. A new shelter station has been erected during the past year at Lake Station, and a new masonry culvert has been built at the "Washout," so called, above New Preston; also another at the repair shops, near Hawleyville. A controlling interest in the stock of this company, heretofore held by local parties, has been purchased by a syndicate of New York gentlemen, who have made surveys for an extension of the road from Hawleyville to a connection with the New York, New Haven & Hartford railroad at Saugatuck.

The gross earnings are diminished $2,691.77, the operating expenses are diminished $10,747.93, and the net earnings are increased $8,056.16 over those of the preceding year.

SOUTH MANCHESTER RAILROAD.

The track, roadbed, equipment, and all the appointments of this road, have been kept in good condition.

The gross earnings are $91.10 in excess of the previous year, the operating expenses are diminished $5,325.79, and the net earnings are increased $5,416.59.

RIDGEFIELD & NEW YORK RAILROAD.

The corporate existence of this company was extended by the last legislature for a period of five years from the 1st of July, 1890.

ACCIDENTS.

The most serious passenger train accident, so far as respects the number injured, which has occurred for twenty-five years was that of June 29th on the Hartford division of the New York, New Haven & Hartford Railroad, a little above New Haven, occasioned by the failure of the trackmen to properly spike a frog that day put in and protect it by guard-rail. All of the cars of the express train, eight in number, were derailed, the baggage and first drawing-room cars being turned over on their sides, and the second drawing-room car and dining car partially overturned. Forty-four persons were reported injured; three of them, two passengers and the baggage-master, were killed or died of their injuries. Beside those injured in this accident, 23 other passengers on the various roads in our State received injuries more or less severe, resulting fatally in four instances, but in the case of these four and in nearly all the other instances the injuries were received through some fault or carelessness on the part of the injured.

TO EMPLOYEES.

While the returns for the past year show an increase of 25 in the total number of employees injured, we are happy to be able to report that this increase was much less than that during the preceding year, when it amounted to 104. The proportion of those fatally injured was, however, greater than the preceding year, amounting in all to 39. Dividing employees into the three classes of, first, trainmen; second, switchmen, flagmen, or gatemen, and watchmen; and third, all other employees, we find that 223 trainmen were injured, 25 of them fatally; 19 switchmen, flagmen, or watchmen were injured, 4 of them fatally; and 117 other employees were injured, 10 of them fatally. Of the trainmen, 11.21 per cent. were killed or fatally injured; of the switchmen, etc., 21.05 per cent., and of the other employees, 8.55 per cent. were killed; 143, or very nearly 40 per cent. of the whole number of employees injured, received their injuries in coupling or uncoupling cars; 5 of these, or 3.5 per cent. were either killed or died of their injuries. Ten more were injured in this manner than during the preceding year, which does not indicate any advantage yet gained from automatic couplers.

The great interest taken by Ex-Railroad Commissioner Coffin, of Iowa, in all matters pertaining to the better protection of railroad employees, especially in securing the adoption of automatic couplers, is generally known, and the facts and figures submitted by him at the request of the Brotherhood of Rail Brakemen to the General Conference of Railroad Commissioners, above referred to, have been so fully quoted and extensively circulated that we need not repeat them. Mr. Coffin is a firm believer in and strong advocate of the efficiency and necessity of national legislation on this subject. This was also so far the sense of the Conference that before his paper was presented a resolution, introduced by Mr. Crocker, Chairman of the Massachusetts Board, had been passed urging the Interstate Commerce Commission to consider what could be done to prevent the loss of life and limb in coupling and uncoupling freight cars used in interstate commerce, and in handling the brakes of such cars, in order that the Commission might make recommendations to the various railroad companies and such suggestions as to legislation as might seem to it necessary or expedient.

A new feature of the agitation of this subject has been the presentation to that Commission of a petition, signed by some ten thousand brakemen, asking the Commission to urge upon Congress the necessity of national legislation in this matter. The Interstate Commission is investigating the subject with great care, both as regards the expediency of any national legislation, and also the difficult question of how best to secure the enforcement of such laws should they be passed. That their conclusion will be wise and practicable, no one who had the privilege of attending the Conference will doubt. We are also confident that it will not be regarded as a disparagement by any member of that Commission, present or future, for us to say that in the resignation of Mr. Walker and the recent enforced retirement of Judge Cooley from present active duty, a very serious loss has come to the Commission and to the country at large.

TRESPASSERS.

During the year 151 trespassers were injured, of whom 93 were either killed or died of their injuries. There were also 43 other persons, neither passengers or employees, who were injured, 17 of them being killed.

AT HIGHWAY CROSSINGS.

Of the trespassers, 8 were injured, 6 fatally, at highway crossings; one flagman and one trainman were also injured at crossings, and 19 others, 8 of them being killed, making the total number injured at highway crossings 29, of whom 14 died from their injuries. It is also noticeable that of 41 persons killed in train accidents 32 were trespassers.

DEMURRAGE AND PER DIEM CHARGES IN FREIGHT CAR SERVICE.

The practice of using freight cars as warehouses, both by consigners and consignees, of which we have spoken in former reports, seems to be an increasing evil notwithstanding the attention the subject is receiving, and efforts to correct it, and notwithstanding the acknowledged fact that in consequence of this practice the department of freight car service is continually becoming more expensive, while in almost all other departments of railroad service there has been a constant improvement in economical operation. There are in service in this country over a million of freight cars, representing an invested capital of five hundred millions of dollars in round numbers, and only one-half of this enormous investment is yielding a direct revenue, since one-half of these cars on the average are standing still as loaded storehouses. Recent reports from all over the country showed a universal want of cars, eighteen roads alone reporting a daily shortage of over 15,000 cars below the demand, while at St. Louis and East St. Louis alone there were said to be 10,000 cars loaded with freight held either for sale or for a higher market. In the past the railroad companies have not only suffered this evil to grow unchecked, but in their efforts to secure shipments have to a considerable degree encouraged it. It is by no means easy to determine the best, or indeed any reasonable method of curing this evil. Railroad managers generally agree that the enforcement of demurrage and per diem charges would secure relief. Strict enforcement of these charges would and already has resulted in compelling the building of warehouses, and for eastern consignees this is of course possible and to some extent practicable, but for the western farmers, as shippers of corn and grain, it is impracticable. Either the railroads or third parties must build the storehouses or the shippers must continue to use cars for this purpose, and the railroads will not build so long certainly as they

can secure cars of eastern companies for little or nothing. In our State the rules of the New York & New England R. R. Co. in regard to demurrage have been the most positive and most effectively enforced, with the satisfactory result of giving it abundance of yard-room instead of blockades, but at the expense of incurring the ill will of customers and the loss of trade, and culminating in the passage of an act by the last legislature prohibiting any charge for delays of less than four working days in loading or unloading, or for storage for a less period than two days. But in regard to this law the late Vice-President, in his last annual report to the stockholders, says:

"It is believed by your officers that it is not within the province of the legislature to require a Railroad Company to furnish cars for an arbitrary period for nothing, but even if within its power, your officers are advised by their counsel that the law of the State can not be made to apply to interstate commerce, and therefore the new law is being applied to traffic which is wholly within the State of Connecticut."

But we understand that the present General Manager has modified the rules to conform to the Connecticut law in reference to both inter-state and local freight.

CONTINUOUS CAR HEATING.

After our hearing last May, in regard to steam heating of cars, the following order was issued by us:

STATE OF CONNECTICUT.
OFFICE OF THE RAILROAD COMMISSIONERS,
HARTFORD, July 10, 1889.

To the Railroad Company:

Gentlemen,—

In accordance with the authority conferred upon us by section 3,568 of the General Statutes, requiring us to make such orders relative to the heating and lighting of passenger cars as are required by public safety and prudence, you are hereby ordered not to permit any car heated by a common stove, or by any system of direct radiation, to be attached to any passenger train while being used for the transportation of passengers upon the roads operated by you, nor to permit any car to be so attached or used heated otherwise than by steam or by the Baker or Spear system without special authority in writing from us; and we recommend that you do not equip or purchase any cars equipped with any system of heating, which cannot be readily adapted to the use of steam or hot air.

We believe that some system of continuous heating will soon be perfected which can be prudently and safely adopted, but the practical experience of the mechanical departments of our roads with the various systems now being tested has not been such as to assure us that the comfort and safety of the traveling public would be increased by the substitution of any one of them for the most approved systems of car heating now in use. Experience proves that no system will secure perfect safety from fire so long as the danger from the locomotive and from the cooking ranges in dining cars continues.

In regard to the lighting of passenger cars, if our former order requiring the use of illuminating oil of 300° fire test is complied with we apprehend no greater danger than would result from the use of an engine to generate electricity for lighting purposes.

Further experiments should be encouraged for the purpose of developing some system of train heating which will give a uniform temperature throughout the cars of our longest passenger trains, attended by the fewest possible elements of danger from fire, or from the explosion of steam in case of accident, collision, or overturning of cars.

GEORGE M. WOODRUFF,
WILLIAM H. HAYWARD,
WILLIAM O. SEYMOUR,
Railroad Commissioners.

So far as we know there has been a general compliance with this order. In the case of one or two short lines there was a delay in order that the change when made might be adapted to the trains of connecting roads with which cars are interchanged. There has been fair progress towards continuous heating, the New York & New England, the Central New England & Western, the New York, Providence & Boston, and the New London Northern having equipped their passenger cars for steam heating. The Baker heater continues to be used by the New York, New Haven & Hartford and the Housatonic systems.

GRADE CROSSINGS.

The excitement which for eighteen months had prevailed in a portion of the State on the subject of the separation of grades at the crossing of highways and railroads culminated in the introduction at the last session of the legislature of a number of bills upon that subject and the passage of an act not at all calculated to hasten the elimination of any considerable number of these, so

called, "death traps." The new law, while retaining the provisions of the old as to modes of proceedure, increases to a very considerable amount the ordinary expense of elimination and in a direction difficult of estimate, as it not only gives damages to any person whose land is taken, but also requires payment for the special damages which the owner of any land adjoining the public highway shall sustain by reason of any change in the grade of such highway resulting from the alterations in the crossing. All the expenses to be paid by the railroad company in case it brings the petition for change. In cases where the municipality brings the petition, the railroad company must pay not less than three-quarters of the expense if the highway existed when the railroad was built, or if the grade crossing was created by a change of an existing highway for the benefit of the railroad "after the lay-out of the railroad," but if the highway was built at grade over an existing highway, except as above stated, one-half of the expense of the change may be assessed on the municipality bringing the petition. The law further makes it compulsory for the directors of every railroad company which operates a railroad in this State to remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this State, which crossings must in the opinion of the directors be "among the most dangerous ones upon the lines operated by" their company. If the directors fail to do this the Railroad Commissioners are directed to order such removal, provided the financial condition of the company will in their opinion warrant the change. The question has been informally raised whether this requirement of the law compels a company which operates less than sixty miles of road in this State to eliminate any crossings whatever. The question has also been asked whether in case a railroad company operates a number of roads under lease or contract, it may not make all the required changes upon its main line or one of its divisions, provided its directors are of opinion that the crossings proposed to be changed are for any reason among the most dangerous ones upon the lines it operates. This statute further provides, that the Railroad Commissioners, in the absence of any application, may, when in their opinion public safety requires it, order such alterations in a highway crossed at grade as they shall deem best, provided that they shall not order alterations which will require the construction of more than one bridge in any one year on any one railroad. The expenses in these

cases are to be paid, one-quarter by the State and three-quarters by the railroads. Apparently any number of alterations may be ordered in any one year, if they do not involve the construction of more than one bridge. Only three applications have been made to us under the provisions of this law: one by the Meriden, Waterbury & Connecticut River Railroad Company, under the following circumstances: in the location of the railroad from Meriden to Waterbury, no grade crossings were permitted, and in order to relieve the company from building a bridge at Hough's crossing, the town of Meriden discontinued that part of the highway, but the Superior Court ordered it to be re-opened. As we had refused to allow it to cross at grade, the company applied for authority to make such changes and new highway as would obviate the necessity of crossing at this point. The changes were ordered by us in June, and re-affirmed in November, upon an application to modify the June order. The changes have not yet been made, and in the meantime the crossing remains at grade. The other two applications were by municipal authority; one by the borough of Danielsonville, to compel the carrying of Cottage Street under the tracks of the Norwich & Worcester Railroad, and one by the town of Simsbury, for the alteration of one highway so as not to cross at all the tracks of the New Haven & Northampton, and of the Central New England & Western Railroads, and for the carrying of another highway under the tracks of both roads instead of crossing at grade. This last application was not opposed by the railroad companies, except so far as related to the plans proposed by the town, and by suggestions for the elimination of a third crossing. Orders were made by the Commissioners for such alteration in one highway as would turn the travel from the crossing in question into another highway which, however, itself crossed at grade, but not in so dangerous a place and manner as the other. The cost of this change we assessed one-quarter on the town and three-eighths on each of the companies. We directed that the other highway be carried under the tracks, and assessed the expenses in the same proportion, except that we provided that the cost to the town should not exceed two thousand dollars, the railroad companies to do most of the work, subject to certain limitations, in such manner as they judged best. The application of the borough of Danielsonville was vigorously opposed by the railroad companies, both the Norwich & Worcester, and the New York & New England, which

operates it. The jurisdiction of the Commissioners and the constitutionality of the law being both denied and the change having been ordered by us with an assessment of one-fourth the cost on the town and three-fourths on the railroad, an appeal was taken to the Superior Court by the company, which appeal is still pending. As this was the first contested case under the new law, we give the proceeding, including the elaborate exceptions filed, in the Appendix, and although the law under which our orders were issued for the elimination of the crossings in Fairfield and Westbrook has been repealed, yet as we gave last year the proceedings on appeal to the Supreme Court we now give in the Appendix the decisions of the Supreme Court on those appeals.

Of the petitions pending a year ago, brought by the New York, New Haven & Hartford Railroad Company, orders have been made for the elimination of the three remaining grade crossings in the town of Westport, upon plans agreed upon between the town authorities and the company, the expense to be paid by the railroad company, the law having been made retroactive in that particular. The petitions in regard to Monroe Street in South Norwalk, Woodmont crossing in Milford, and two crossings in Guilford, have been withdrawn; those in regard to Selleck's crossing in Stamford, in regard to four crossings in Stratford, the "Back Road" crossing in Old Lyme, and Hamilton Street in New London, are still pending. Six grade crossings on the New York, New Haven & Hartford Railroad have been eliminated since our last report, one in Westport, two in East Haven, one in Madison, and Asylum Street in Hartford. The change at Asylum Street also removed a grade crossing of the New York & New England, but the last legislature passed a resolution validating the lay-out of "School Street," which crosses the Springfield Division of the New England road in East Hartford, and making it a public highway. The crossings of the New England would therefore remain the same in number as last year. The company, however, questioned the legality of this crossing and failed to recognize it as such till recently; but has now directed the various statute provisions in regard to highway crossings to be complied with, pending the decision of its solicitor. The Shepaug road reports one less grade crossing than last year, omitting a highway which has been entirely abandoned though never discontinued. The completion of the approaches to the new Thames River bridge has added seven to the grade crossings on the New

York, Providence & Boston Railroad, it not seeming to be practicable to avoid them at the time the location was approved. There is also the temporary grade crossing at Hough's Mills on the Meriden, Waterbury & Connecticut River Road as above stated.

The number of crossings protected with gates is 92, with flagmen 40, and with electric signal bells 40. In accordance with orders issued by us, electric signal bells have been erected during the year at Wildman Street crossing of the New York & New England and Housatonic Railroads in Danbury, and at the South Windham crossing of the New London Northern Railroad, and a flagman ordered at the crossing of the Northampton road in Collinsville.

PLANKING OF HIGHWAY CROSSINGS.

An application involving a question, the decision of which, by us, was necessary in order to determine our jurisdiction in the matter, but which could not bind the parties, was that of the Selectmen of Hamden, setting forth that the New York, New Haven & Hartford Railroad Company had failed to so protect its rails at three highway crossings of the New Haven & Northampton division as to secure a safe and easy passage across the railroad, and asking that we make the necessary orders to carry out the provisions of the law on that subject. The streets were opened, two of them, in 1852 or 1853, and the other about 1866, and have been used as highways ever since, the crossings having been planked from the time the streets were opened till October, 1888. These streets were not laid out by the town but by the owners of the land on each side of the railroad, and became highways by dedication and acceptance. All the essential facts were ultimately agreed upon except as to the legality of the crossing of the railroad, it being claimed by the petitioners on this point that there had been a dedication by the railroad company as well as by the land owners. This was denied by the companies, who claimed that whatever acts were done when the streets were opened which might have indicated an intention to dedicate the land were done by the lessees and not by the company owning the land, and so could not bind the owner, and next, that when the railroad came again into the possession and control of the owner the action of the company, through its proper officer, was such as to prove a clear intention not to dedicate the land. At the time the streets were opened and the crossings

planked, the railroad of the New Haven & Northampton company was held and operated by the New York & New Haven Railroad Company under a lease for twenty-one years, terminating July 1, 1869, but from that time till October, 1887, the railroad was under the control and management of the Northampton company itself, and though Vice President and General Superintendent Yeamans, within a few years after taking control in 1869, gave orders not to repair the planking, and testified that thereafter no repairs were made, with his knowledge and consent, yet the crossings were kept in passable condition till October, 1888, and nothing was done to prevent the free passage over the tracks, or to indicate to the public that they were not highways. Under these circumstances, while we were of opinion that no act of the lessee could dedicate the land of the lessor, we were also of the opinion that the course pursued by the owners of the railroad, the New Haven & Northampton Company, after resuming possession and control, if it did not amount to a dedication, was at least "conduct which misleads others" so that the company was estopped from denying the dedication. An order was accordingly passed by us as prayed for. (Appendix, p. 57.) It is understood that the question of the legality of these crossings will be tested by proper proceedings in the courts.

ELECTRIC, CABLE, AND HORSE RAILROAD CROSSINGS.

In former reports we called attention to the greatly increased peril at many grade crossings, caused by the construction at grade over railroads of electric and horse railroads, and recommended that it be prohibited by law. At the last session, an act was passed which prohibits the building of any electric, cable, or horse railroad across the tracks of a steam railroad at grade; and, in analogy with the law in regard to highways, also forbids the construction of steam railroads at grade across such electric, cable, or horse railroads except with the approval of the railroad commissioners.

NEW HIGHWAYS ACROSS RAILROADS.

The only application for directions as to the manner in which a proposed highway should cross the track of a railroad was made by the town of Torrington in regard to a new street which it was proposed to lay out crossing the Naugatuck railroad. This was

heard on the 12th of November, and it was ordered that the street be carried over the railroad, and the length, width, and material of the bridge determined as required by statute.

LOCOMOTIVE WHISTLING.

Applications for orders to restrict locomotive whistling within certain limits in Waterbury, Danbury, and Milford have been received, and orders passed satisfactory to the parties in interest. We have heard less complaint of this annoyance during the past year than ever before, owning in part to restrictions heretofore imposed and in part to the adoption of such changes in the whistles as make the sound less disturbing. In our opinion, were the chime whistle or its equivalent generally adopted, the chief ground of complaint would be removed.

FENCING.

Two applications for orders for the repair or construction of fences along the line of railroads have been received, — one from a party in Branford on the Shore Line, in which case it did not seem to us that an order was advisable, and one from Hazardville, on the Springfield division of the New York & New England upon which an order for repairs was issued pending the result of condemnation proceedings for taking the land in question. In the case of Gallagher *vs.* New York & New England Railroad Company our Supreme Court has given a construction and interpretation of our laws in regard to fencing which is of such interest and importance that we give it in the Appendix.

TAKING OF LANDS AND CHANGES OF LOCATION.

Two applications for authority to take land for depot grounds, tracks, and turn-outs have been acted on: one by the New York & New England for additional depot grounds at Hazardville, as just mentioned, which was not opposed and was granted, and the other by the Norwich & Worcester Railroad Company for additional land adjoining their depot grounds at Norwich, to be used as an enlargement of the depot grounds and for tracks and turn-outs; this application was very strongly opposed by some of the owners of the land proposed to be taken, and by others. It seemed, however, to a majority of the Commissioners that the authority should be given,

and it was accordingly granted. As some misapprehension seems to prevail, we give the order in the Appendix, page 65.

CHANGE OF LOCATION.

Ever since the first building of the Connecticut Western Railroad the tracks at Ore Hill had been carried over a deep excavation caused by mining for iron ore, and a few years ago it became necessary to change the location of the bridge, and again, last spring, in order to avoid having a bridge and to get a location on solid ground, our approval was asked for another change of location and for the taking of the lands necessary therefor. A hearing was accordingly held pursuant to the statute, and, the land-holders consenting, the change was approved and the taking of the land authorized.

SPUR TRACKS.

Upon the application of the New Haven & Derby Railroad Company our approval has been given to the location of a short branch or spur track in Birmingham, and also of a like branch or spur track in Shelton.

Upon the application of the Selectmen of Branford we authorized the laying of a side-track from the Shore Line Railroad in Branford to the quarries of Norcross Brothers, crossing a highway at grade; the side-track to be used for switching cars to and from the quarries, and the highway to be protected by flagmen.

A number of hearings have been held and judgments rendered on matters of minor importance, mostly connected in some way with highway crossings. Among these was the application which was pending a year ago of the Selectmen of Putnam for a supplemental and additional order in regard to the highway bridge over the Norwich & Worcester and the New York & New England railroads, which was ordered in 1888. After hearing the parties and examining the location we were of opinion that our original order had not been complied with, either in terms or in spirit, and that the bridge had not been located so as to meet the reasonable requirement of public travel, and ordered changes accordingly.

ACCOMMODATIONS AT MYSTIC STATION.

The Selectmen of Stonington brought their petition on the 5th day of August complaining of the situation at the Mystic station

and asking that certain improvements be ordered, which was accordingly done. A number of the citizens of Mystic at the same time made application under the law of last session authorizing individuals, with the approval of the selectmen, to make complaint to the Railroad Commissioners of the neglect of a railroad company to so run its trains as to afford reasonable facilities for receiving passengers from and delivering them to connecting roads. Under this application an order was made requiring the New York, Providence & Boston Railroad Company to stop one additional train each way at Mystic, pending the new arrangement of trains when the terminal facilities at New London shall be perfected.

Differences have arisen between the railroad companies and the city authorities of New London in regard to the location of tracks. Petitions relating to this matter are to be heard by us on the 8th instant.

NEW STATIONS.

Two special resolutions requiring the construction of union passenger stations were passed at the last session of the General Assembly, — one at Waterbury, to be completed by the first of January, 1891, and providing that in case the several companies could not agree, the Commissioners should determine the site, plans, etc., and authorizing the Commissioners to order the tracks of all the companies to be laid side by side and carried through the city either above or below the grade of the highways. Upon the application of the city authorities we are to give a hearing in regard to the change of tracks on the 21st inst. In the other case, the Norwich & Worcester and the New London Northern Railroad Companies were required to unite in a passenger station in the city of Norwich on such site as we should approve, to be completed and ready for use by the 11th of June, 1891. The plans for the station, and the various matters appertaining thereto, are also by the terms of the resolution to be approved by us. The city of Norwich has filed its application for a hearing under the resolution, and the hearing is fixed for the 15th inst.

ASYLUM STREET BRIDGE COMMISSION.

Very little has been done by the Special Asylum Street Bridge Commission, except in furtherance of orders already issued. A settlement having been effected in regard to the claims for dam-

ages by land owners in consequence of the change of grade at the crossing of Walnut Street, the amount agreed upon was ordered paid on the 13th of March last. And, upon the application of the New York & New England Railroad Company, the commission, on the 10th of April, amended the plans before adopted so as to authorize the substitution of an embankment for a retaining wall on the west side of the tracks south of Asylum street. The same company, having only partially complied with the order passed by the commission in December, 1888, requiring both that company and the New York, New Haven & Hartford Railroad Company, severally, to take up and remove their surface tracks between the south side of Asylum street and the north line of Church street within thirty days after the new depot should be occupied and used by said companies respectively, the counsel for the commission was, on the 20th of August, instructed to apply to the Superior Court to enforce the order by mandamus or otherwise. The application was accordingly made, and an alternative mandamus issued, returnable to the Superior Court for Hartford County, on the first Tuesday of October last, to which the New York & New England Railroad Company answered praying that the suit might be removed to the United States Circuit Court, and also filed its motion to quash the alternative writ of mandamus. Judge Fenn, by whom both motions were heard, denied the petition for removal, and also, after an exhaustive hearing, adjudged that a peremptory writ of mandamus be forthwith issued, but granted a stay of proceedings pending an appeal taken by the railroad company to the Supreme Court to be held on the first Tuesday of the present month. The application for mandamus, and proceedings thereon, with briefs of counsel, will be found in Appendix "A".

One hundred and eleven orders, amounting to $142,504.23, have been drawn by the Commission during the year on account of the Asylum street bridge improvement, making the total amount thus drawn $329,027.39, one-half of which has been paid by the city and the remainder by the two railroad companies in equal proportions.

Although the commission had no jurisdiction whatever in regard to the union depot at Hartford, yet the plans adopted for the separation of grades at Asylum street compelled the removal of the old depot and the erection of a new one, and indeed it was early

declared that the city of Hartford would accept of no plan for the separation of grades at the crossing which did not necessitate the building of a new passenger station. It seems unnecessary to go over the steps, or discuss the successive moves, which resulted in the adoption of the plan for raising the tracks. The plan adopted was the best of all those proposed so far as the use of Asylum street is concerned, and equal to any for the through travel on the railroads. The station itself is referred to elsewhere, and the complaints in regard to this station presented to us by a committee of the Hartford Board of Trade, and our action thereon will be found in the Appendix.

GEORGE M. WOODRUFF,
WILLIAM H. HAYWARD,
WILLIAM O. SEYMOUR,
} *Railroad Commissioners.*

HARTFORD, CONN., January, 1890.

APPENDIX.

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,
HARTFORD, September 28, 1889.

Be it remembered that the Selectmen of Killingly presented their petition in writing to us, dated the 1st day of August, 1889, as follows, viz. : —

"*To the* HONS. GEORGE M. WOODRUFF, WILLIAM H. HAYWARD, *and* WILLIAM O. SEYMOUR, *Railroad Commissioners of the State of Connecticut:* —

"The petition of the Selectmen of Killingly, in Windham County, respectfully represents:

"1. That there is a certain highway in said town of Killingly and borough of Danielsonville known as Cottage street, of which highway the said town of Killingly have the management and control, and said town are legally bound to maintain and keep it in repair.

"2. Said highway crosses the tracks of the Norwich & Worcester Railroad Company, at grade, in the borough of Danielsonville, and said crossing is the second crossing south of the passenger station of said railroad company at Danielsonville.

"3. The Norwich & Worcester Railroad is now operated by the New York & New England Railroad Company, under a lease, and is known as the Norwich & Worcester Division of the New York & New England Railroad.

"4. Said grade crossing is one of four within the limits of the borough of Danielsonville, a municipality of nearly 4,000 population, and there are no highway crossings on said railroad except at grade within said borough, and at each of said crossings fatal accidents have occurred.

"5. Public safety requires that said Cottage street crossing be changed, and its approaches to and method of crossing said railroad altered so that said railroad may be crossed at that place not at grade.

"6. Said highway called Cottage street was in existence when said railroad was constructed over it at grade.

"7. The following corporation and persons are owners of land adjoining said crossing, and that part of the highway to be changed in

grade, in case said crossing and highway is changed so as to cross not at grade, to wit: The Danielsonville Cotton Company, located in Danielsonville, in said town of Killingly; William Lowe of said Killingly; Jane B. Tarbox of said Killingly; Edmund A. Dean of said Killingly; Samuel P. Davis and Elsie Davis, his wife, of said Killingly; Joel Witter of said Killingly; John A. Paine of said Killingly; Jeremiah Hill of said Killingly; Chloe Davison of said Killingly; Betsey H. Ely of said Killingly. The post-office address of the foregoing parties is Danielsonville, Windham County, Conn.

"And your petitioners pray that the Hon. Railroad Commissioners will order that the grade of said Cottage street at the railroad be changed so that said railroad may be crossed by passing underneath said railroad and not at grade.

"Dated at Killingly, this 1st day of August, 1889.

"THE SELECTMEN OF THE TOWN OF KILLINGLY,
"By M. A. SHUMWAY, *their Attorney.*"

Upon which petition the following order for hearing and of notice was by us made upon the 6th day of said August, viz.: —

"STATE OF CONNECTICUT.

"OFFICE OF THE RAILROAD COMMISSIONERS,
"HARTFORD, August 6, 1889.

"Upon the foregoing petition it is

"ORDERED, That the same be heard at Hyde's Hall, at said Danielsonville, on Thursday, the 15th day of August, 1889, at 9.10 A.M., and that notice thereof be given to the Town of Killingly and Borough of Danielsonville, to said petitioners, to said New York & New England Railroad Company, to said Norwich & Worcester Railroad Company, and to the parties named in said petition as the owners of the land adjoining said crossing and of that part of the highway proposed to be changed in grade, by Geo. T. Utley, by depositing in the post-office in Hartford, postage paid, true and attested copies of said petition and of this order, addressed, one to the Warden and Burgesses, Danielsonville, Conn., one to said Selectmen, Danielsonville, Conn., one to James W. Perkins, Secretary New York & New England Railroad Company, Boston, Mass., one to Edward T. Clapp, Secretary Norwich & Worcester Railroad Company, Norwich, Conn., and one to each of the parties named in said petition as owners of said land, at Danielsonville, Conn., on or before the 8th day of August, instant.

"GEO. M. WOODRUFF,
"W. H. HAYWARD,
"WM. O. SEYMOUR,
} *Railroad Commissioners.*"

And on said 15th day of August we met at the time and place named in said order, when the petitioners appeared to prosecute their said petition, and said New York & New England and said Norwich & Worcester Railroad Companies appeared by their counsel, Edward D. Robbins, Esq., and the Superintendent, P. St. M. Andrews, Superintendent of the Norwich & Worcester Division; and all of the land owners named in said petition also appeared, and on inquiry it appeared, and we do find, that said order of notice was complied with, and that reasonable notice of the time and place of said hearing was given to said petitioners, the railroad company, the municipalities in which such crossing is situated, and to the owners of the land adjoining that part of the highway to be changed; and said New York & New England, and said Norwich & Worcester Railroad Companies, by their said attorney, severally filed written exceptions to proceedings upon said petition, and severally moved that all proceedings upon said petition be dismissed, which exceptions and motion were as follows, viz.: —

"In the matter of the petition of the Selectmen of the town of Killingly, dated the first day of August, 1889.

"Before Messrs. George M. Woodruff, William H. Hayward, and William O. Seymour, Railroad Commissioners of the State of Connecticut.

"Exceptions to proceedings, filed August 15, 1889, by the New York & New England Railroad Company.

"The New York & New England Railroad Company hereby excepts to all proceedings upon said petition, for the following reasons: —

"1. The Act under which said petition is brought, to wit: Chapter CCXX of the Public Acts of the State of Connecticut, passed by the General Assembly at its January Session, 1889, and all proceedings thereunder upon this petition, are in violation of the Constitution of the United States, and void.

"2. Said Act and all proceedings thereunder upon this petition are in violation of the Constitution of this State, and void.

"3. Said Act and all proceedings thereunder upon this petition are void because they deprive this remonstrant of property otherwise than by due process of law, contrary to the Constitution of this State.

"4. Said Act and all proceedings thereunder upon this petition are void because they take the property of this remonstrant for a public use without providing just compensation therefor, contrary to the Constitution of this State.

"5. Said Act and all proceedings thereunder upon this petition are void because they deprive this remonstrant of property without due process of law and deny it the equal protection of the laws, contrary to the Constitution of the United States.

"6. The said Act and all proceedings thereunder upon this petition are void because the said Act does not permit any tribunal acting upon this petition to apportion the expense of changing the grade of said Cottage street, according to the law of the land or any rules or principles of distributive justice, but limits such tribunal by an arbitrary rule, forbidding it to apportion less than three-quarters of said expense upon this remonstrant, in violation of the Constitution of this State and also of the Constitution of the United States.

"Wherefore this remonstrant moves that all proceedings upon this petition under said Act be dismissed.

"THE NEW YORK & NEW ENGLAND R. R. CO.,

"By EDWARD D. ROBBINS, *its Attorney.*"

"In the matter of the petition of the Selectmen of the town of Killingly, dated the first day of August, 1889.

"Before Messrs. George M. Woodruff, William H. Hayward, and William O. Seymour, Railroad Commissioners of the State of Connecticut.

"Exceptions to proceedings, filed August 15, 1889, by the Norwich & Worcester Railroad Company.

"The Norwich & Worcester Railroad Company hereby excepts to all proceedings upon said petition for the following reasons: —

"1. The Act under which said petition is brought, to wit: Chapter CCXX of the Public Acts of the State of Connecticut, passed by the General Assembly at its January Session, 1889, and all proceedings thereunder upon this petition, are in violation of the Constitution of the United States, and void.

"2. Said Act and all proceedings thereunder upon this petition are in violation of the Constitution of this State, and void.

"3. Said Act and all proceedings thereunder upon this petition are void because they deprive this remonstrant of property otherwise than by due course of law, contrary to the Constitution of this State.

"4. Said Act and all proceedings thereunder upon this petition are void because they take the property of this remonstrant for a public use without providing just compensation therefor, contrary to the Constitution of this State.

"5. Said Act and all proceedings thereunder upon this petition are void because they deprive this remonstrant of property without due process of law and deny to it equal protection of the laws, contrary to the Constitution of the United States.

"6. The said Act and all proceedings thereunder upon this petition are void, because the said Act does not permit any tribunal acting upon this petition to apportion the expense of changing the grade of said Cot-

tage street according to the law of the land or any rules or principles of distributive justice, but limits such tribunal by an arbitrary rule, forbidding it to apportion less than three-quarters of said expense upon this remonstrant, in violation of the Constitution of this State and also of the Constitution of the United States.

"Wherefore this remonstrant moves that all proceedings upon this petition under said Act be dismissed.

"THE NORWICH & WORCESTER R. R. CO.,
"By EDWARD D. ROBBINS, *its Attorney.*"

And upon consideration this Board overruled said exceptions and declined to dismiss proceedings under said petition. Whereupon said parties were heard with their evidence, and said crossing examined, and by consent of parties the further hearing on said petition was adjourned to the office of the Railroad Commissioners in Hartford, on Friday the 13th day of September, 1889, at 11.30 A.M. And on said 13th of September we met at the time and place appointed, when said parties again appeared and were fully heard.

And after such notice and hearing, we are of opinion that public safety requires, and we do determine and order, that said crossing and its approaches be so altered that said highway shall pass under said railroad in the present line of the street, and in general accordance with the plans submitted to us on said 13th of September by said selectmen and by said railroad company, and marked respectively —

"Plan of Proposed Change of Cottage St. crossing, passing under the N. & W. R. R. at Danielsonville, Conn. Surveyed and Drawn, Sept., 1889. Edgar Clark, C. E. Scale 30 ft. to 1 inch."

"N. Y. & N. E. R. R. Proposed Under Crossing of Cottage St., Danielsonville, Conn. Scale 50 ft. to an inch. Chief Eng'rs Office, Boston, Sept. 12, 1889. L. B. Bidwell, Chief Engr."

The roadway to be thirty feet wide between the abutments and to have a clear head room of not less than twelve feet under the tracks, the highway to be lowered sufficiently for that purpose, and to be provided with sufficient drains to prevent the standing of water thereon, the details of construction to be agreed upon between said selectmen and said companies, or on their failure to agree to be determined by us.

And we further determine and direct that all of the work incident to said alterations within the right of way of said Norwich & Worcester Railroad Company, except that pertaining to the drainage of the highway, be done by said New York & New England Railroad Company, and all the work incident to said alterations without said right of way, and all work incident and necessary to the proper drainage of said high-

way, be done by said town; and that the special damages which the owner of any land adjoining said highway shall sustain by reason of any change in the grade of said highway in consequence of the alterations above determined and ordered, be adjusted and paid in the first instance by said town, and if on completion of said alterations and payment of said damages it shall appear that said town has incurred more than one-fourth of the whole expense, then we order that said New York & New England Railroad Company repay to said town the excess above said one-fourth; but if it shall appear that said railroad company has incurred more than three-fourths of said total expense, then we order that said town repay to said company such excess above said three-fourths of the total expense as shall have been incurred by said company.

GEO. M. WOODRUFF,
W. H. HAYWARD,
WM. O. SEYMOUR,
} *Railroad Commissioners.*

The Town of Westbrook's Appeal from Railroad Commissioners.

Hartford Dist., Oct. T., 1888. Carpenter, Loomis, Beardsley, Torrance, and Fenn, Js.

Gen. Statutes, § 3489, provides that the selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, and the directors of any railroad company, may bring their written petition to the railroad commissioners alleging that public safety requires an alteration in any crossing of a railroad and highway, and that the commissioners, after notice and a hearing, may determine what alterations shall be made, by whom, and at whose expense. A later section allows an appeal from any order of the commissioners. Held —

1. That the officials named, in bringing a petition under this statute, act only as agents of the corporations which they represent, and not as agents of the State or of the law. The corporations and not the officials are the real party.
2. That a railroad that was operated by a railroad company under a perpetual lease, was the road of the latter company within the meaning of the statute, and that that company was the proper one to bring a petition to the railroad commissioners.
3. That the statute could not be so construed as to prohibit the assessment of any portion of the expense of an alteration upon the towns.
4. That it was no objection to the validity of the statute that there was no precedent duty upon a town so assessed. It is sufficient if the statute at the same time creates a duty and provides for its enforcement.
5. That the statute intends that a town should be made a party where a petition is brought by a railroad company. It makes no difference that there is no express provision for giving notice to the town in such a case. The spirit of the act and general principles require notice to be given.
6. That the statute cannot be adjudged void as being against natural justice.
7. That its enactment was an exercise of the police power of the State; and that, as such, the act was not in conflict with any of the provisions of the constitution.

Petitions for the removal of certain grade crossings under the statute were signed — "The directors of the N. Y., N. H. & H. R. R. Co., by Lynde Harrison, their attorney." The commissioners made an order in the matter, from which the respondent town appealed to the Superior Court, alleging that the petitions were brought by the railroad company, which the appellee admitted. In subsequent pleadings the town alleged that the petitions were not signed by the directors or by any person legally authorized to do so. Held —

1. That the allegation that the railroad company brought its petitions, implied that they were brought by its authority and that the proceedings were in due form.
2. That this allegation could not be contradicted by the later pleadings.
3. That the objection was in the nature of a dilatory plea and should have been taken at an earlier stage of the case.
4. That it should, at any rate, have been made a ground of appeal.

It is no objection that the board of directors authorized the proceeding at a meeting held out of the State.

If a suit is brought in the name of a corporation by an executive officer without authority, and the corporation with knowledge fails to object within a reasonable time, it will be bound by the act of the officer.

Any evidence is admissible which tends to prove, either a previous authority or a subsequent ratification.

In the petitions the directors were described collectively and simply as such, and not individually and by name, and the petitions were signed in the same manner, and no objection was taken at an early stage of the case. Held, that the court below was justified in finding that the petitions were brought by the authority of the directors.

A town has authority, under § 3490, and also under the general statutes relating to highways, to take land for any alteration of a highway required by the railroad commissioners under § 3489.

[Argued December 19, 1888 — decided January 19, 1889.]

Appeal by the town of Westbrook from an order of the railroad commissioners in the matter of certain grade crossings in the appellant town, made under Gen. Statutes, § 3489; taken to the Superior Court in Middlesex county, and heard before Park, C. J. There were three petitions brought in behalf of the New York, New Haven & Hartford Railroad Company, which were heard together by the commissioners and a single order passed. A finding of facts was made and an order passed by the court affirming in most respects the order of the commissioners. The town appealed to this court. The case is sufficiently stated in the opinion.

S. L. Warner and W. F. Willcox, for the appellants.

L. Harrison and S. A. Robinson, for the appellee.

Carpenter, J. This is an appeal from the doings of the railroad commissioners in the matter of certain grade crossings in the town of Westbrook. There were three applications brought by the railroad company for the purpose of abolishing the grade crossings. They were heard together, practically as one proceeding, and but one order passed. The appeal was heard by the Superior Court, and a decree passed substantially affirming the order of the railroad commissioners. The town appealed to this court.

There are twelve reasons of appeal. The first eight are based on a claim that the applications were not properly brought. The ninth is that the proceeding should have been brought by the lessors and not the lessees of the railroad. The tenth is general, that judgment should have been rendered for and not against the town, and requires no further notice. The eleventh and twelfth allege that the statute authorizing these proceedings is unconstitutional.

Were the applications authorized, and in due form? We do not see how this question can arise under the pleadings.

In the appeal the appellant alleges "that on the 22d day of June, 1887, and on the 5th day of October, 1887, the New York, New Haven & Hartford Railroad Company, . . . by its directors, brought its petitions of the above dates, to the board of railroad commissioners of this State, asking for a change of the location of certain public highways in said Westbrook, in order to avoid a grade crossing," etc. The answer admits this allegation to be true. We do not see why that does not effectually end that controversy; unless it is competent for a party to deny or contradict in one part of his pleading what he has affirmed in another, and which has been admitted by the adverse party.

Besides, this claim, and every phase of it, is in the nature of a plea in abatement. The order of the commissioners shows that the selectmen of the town were present and were heard at the hearing before them. They certainly might have interposed this objection as a preliminary one. Being a dilatory plea, which defeats the present proceeding without affecting the merits of the cause, reason would seem to dictate that it should have been interposed *in limine;* thus saving the parties the expense and delay of a nugatory proceeding.

But if this view is too technical, then we think that the appeal should have been taken partly at least on that ground. But the appeal makes no allusion to any want of power in the directors to institute the proceedings, nor to any informality in the process. On the contrary, as we have seen, it alleges affirmatively that the railroad company by its directors brought its petitions, etc. That means that the directors were duly authorized, and that the proceedings were in due form. That allegation being admitted, it, and all the facts which it fairly implies, may be regarded as established for the purposes of this case.

After alleging the bringing of the petitions by the railroad company, the appeal sets out the final action of the commissioners, which was also admitted, and then proceeds as follows: "The petitioner is aggrieved by the orders, adjudications, and doings of said board of railroad commissioners in respect to the changes ordered to be made in said highways and the laying out and building of new highways, the method of crossing the track of said railroad by said highways, and the sum of money ad judged to be paid by it to said railroad company, and the other expenses ordered to be incurred by said town." This allegation was denied by the railroad company. Thus the pleadings terminated in an issue involving in general terms the merits of the case. The town then filed another paper, which in form seems to be a motion to dismiss all the proceedings, which paper is as follows:

"The town of Westbrook, appellant, says that said application ought to be dismissed, and ought not to be granted, because they say,—

"1. That the railroad company owning the railroad described in the petition, has not made any application for the change of said grade crossings, nor have the directors of said railroad company signed any such applications.

"2. That the said grade crossings in said petition mentioned intersect and cross the track of the New Haven & New London Railroad Company, otherwise in said petition called the Shore Line Railroad Company; that said company owning said railroad have not signed said application, nor have the directors of said company.

"3. That the said pretended application is not signed by the directors of the New York, New Haven & Hartford Railroad Company.

"4. That the pretended application was not brought by the directors of the New York, New Haven & Hartford Railroad Company, nor by any person legally qualified so to do.

"5. That the object and purpose of said proceeding is to charge the town of Westbrook with the payment of $5,000 and upwards, by virtue of certain pretended statutes of this State, which said statutes and proceedings are unconstitutional and void in this, that they seek to charge said town by judgment of this court with the payment of said sum of money without due process of law, and that said proceeding is not either a legal or equitable proceeding under the constitution of this State or the United States, and that it deprives the appellants of a right to trial by jury; for all of which reasons they say that said pretended application should be dismissed, and they be allowed the costs in this matter unjustly suffered."

The railroad company answered the above as follows:

"1. As to so much of paragraphs one and two as alleges that the grade crossings are upon the railroad of the Shore Line Railroad Company and that the application is not brought by said last-named company, the appellees say that said railroad is leased to the New York, New Haven & Hartford Railroad Company, perpetually from 1874, and is operated and controlled only by said last-named company and its directors, and is the road of said last-named company within the meaning of § 3489 of the General Statutes.

"2. Paragraphs three, four, and five are denied."

The appellant in its reply admits the lease, but denies that it authorized the lessee to institute these proceedings.

Thus there are in form two distinct sets of pleading in one cause; which on its face is somewhat irregular. It is evident however that counsel and the court below treated the latter as an amplification of the former, and as included therein. Thus considered the pleadings raise the three questions presented by the reasons of appeal.

The first question, relating to the authority for and the manner of bringing the suit, we have already considered in one aspect of it. We will now notice it in another.

Passing from the technical view and considering the matter on its merits, it will be convenient to divide the question thus: Did the directors legally decide to bring these applications? and were they brought in proper form?

In considering the first question, let us guard against any misconception as to the capacity in which they acted. It is earnestly contended that the statute contemplates their action only as a board, and that they acted solely as the agents of the law; and that they could only act when convened as a board, upon due notice to each member specifying the object of the meeting. This is a mistaken view. The State discharges its governmental duties to the traveling public, in respect to ordinary highways, by requiring towns to make and maintain them in good condition and reasonably safe. When steam came to be used for the transportation of passengers and freight on land, a different kind of highway was required. There are dangers attending that method of traveling, which the law guards against as far as possible. The crossing of these two kinds of roads at the same grade created a new and formidable danger. At first the amount of business was relatively small, and it was not deemed advisable to incur the expense necessary to abolish grade crossings. But now business and population have increased to such an extent that it has become the policy of the law to abolish all grade crossings and thereby abolish the danger.

The State has not yet undertaken to pay any portion of the expense. As the two roads combine to cause the danger, the State says that those whose duty it is to maintain the roads shall unite in removing it. It has established a tribunal to determine when and in what manner it shall be done, and to apportion the expense. To insure action it has provided that the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, on the one hand, and the directors of any railroad on the other, may invoke the action of this tribunal. If neither party moves, the commissioners may act to a limited extent of their own motion. Obviously these officials severally represent and act for the corporations of which they are agents. There is no reason for saying that they represent the State and are agents of the law. The corporations and not the agents are the real parties; and the expense is borne by them and not by the officials. It follows that any action by the directors which would bind the company in ordinary matters will be sufficient in this. We think it was competent for the directors to consider this matter in the State or out of it; and when convened for any

purpose, whether with or without special notice. Indeed, it stands upon the same footing with any other suit. If instituted by any executive officer, and the corporation with knowledge of it fails to object within a reasonable time, we do not see why it will not be bound by it.

This view of the case sufficiently answers the objections to the admission of evidence. Any evidence was competent which tended to prove that the directors authorized the proceeding; or if not previously authorized, that they subsequently ratified it. It is quite apparent that the directors and the corporation are concluded by the result. If so, what reason for complaint has the town?

The other branch of the inquiry is, whether the applications are brought in due form. Each one purports to be "the petition of the directors of the New York, New Haven & Hartford Railroad Company." Each one is signed "The Directors of the N. Y., N. H. & H. R. R. Co., by Lynde Harrison, their Attorney." This seems to be a literal compliance with the statute. Perhaps it would have been more lawyer-like to have inserted the names of the directors; or, better still, to have brought it in the name of the corporation. However this may be, we think at this late stage of the case the court was justified in finding that the applications were duly brought by the directors at their request and upon their order.

The substance of the objection we have considered is repeated in a variety of forms in the first eight reasons of appeal. We believe, however, that what we have said is a sufficient answer to them all. We do not deem it necessary to consider each one by itself.

In answer to the ninth reason of appeal, we have no hesitation in saying that the Shore Line railroad, operated as it is by the New York, New Haven & Hartford Railroad Company, under a perpetual lease, is the road of that company within the meaning of the statute, § 3489.

We have not failed to observe that the learned counsel for the town in their brief have suggested and discussed several questions which the pleadings do not raise, which are not shown to have been made in the court below, and which the reasons of appeal do not specifically point out. Therefore we may properly pass them without further notice.

But as they are questions concerning which we entertain no doubt, we will briefly notice the more important ones.

1. That the town has no power under this statute to take land for highway purposes. The answer is that § 3490 gives the power expressly; and it has sufficient power under the general statute relating to highways.

2. That there is no precedent duty, by common law or statute, which this statute is designed to enforce. There need be none. It is enough

that this statute makes it the duty of the town to unite with the railroad company in removing a dangerous nuisance.

3. That the statute, § 3489, does not contemplate the town as a party, makes no provision for giving it notice, and that it is not in fact a party.

It is too late to claim that the town is not a party to this proceeding. Section 3483, which relates to the same subject matter, does require notice to be given to the selectmen when the commissioners take the initiative. It is true that in § 3489 notice to the selectmen or the town is apparently omitted. And so also no notice is required to be given to cities or boroughs. The explanation is obvious enough. It seems to be assumed that one of these municipal corporations will be the petitioner, and as such no notice is required. By inadvertence, probably, where the railroad company is the petitioner, no express provision is made for notice to the corporation having charge of the highways. Yet we cannot doubt that the legislature intended that such corporations should have notice. Such is the fair implication of this section taken by itself ; and that implication is materially strengthened when we consider the two sections together. The commissioners did in fact give notice in this case ; and it is hardly possible that a case will arise in which notice will not be given.

4. It is said that the legislature cannot adjudge the expense of avoiding or abating danger created by one, on another who is a stranger ; that the increasing number and velocity of trains causes the danger, and that the railroad company and not the town is benefited thereby ; that the town did not create the crossing or danger and has no pecuniary interest in its continuance ; and hence, that the statute must be held to impose the duty of paying for these changes only on the railroad company.

We cannot accept the conclusion, because it will be impossible to construe the statute as prohibiting the assessment of any portion of the expense upon the town. Nor are we prepared to grant the premises to the extent claimed. Some of the highways may have been laid out after the construction of the railroad, and so in a sense the town may be said to have created the crossing. The very existence of the railroad did in fact benefit the town ; it increased the value of real estate, increased population and business, and the result was an increased grand list. Then again the increase in the number and velocity of the trains is because the public required it ; the business interests of the community and the comfort and convenience of travelers are supposed to be promoted thereby. Of such benefits the inhabitants of the town get their fair proportion. Considerations like these, and many others that might be suggested, induced the legislature to require towns to bear some portion of the ex-

pense of abolishing grade crossings. But the statute requires no vindication at our hands. We can only construe and enforce it. If its terms are plain and unambiguous we have little or nothing to do with the reasons for enacting it.

The pleadings object to the statute as unconstitutional. It is to be noticed, however, that counsel for the town do not discuss the power of the legislature to pass such a statute, but the whole argument is directed to the expediency of doing so, and to defects in the act as passed. They contend that it is vague and uncertain; that it gives no rule by which the duty of the town can be ascertained or its liability measured; that the tribunal is bound by no rule of evidence or law, but can decide as caprice or their sense of right may dictate, etc., etc. And from considerations like these the conclusion is reached that it is not a constitutional exercise of legislative power. We will not stop to consider the argument in detail; yet it must not be assumed that we concede the justice of the criticism; all we concede is that this statute, like many others, may be abused. If administered in the spirit of fairness intended by the legislature, substantial justice will be done. We see no indications that it was not so administered in this case. Indeed counsel disclaim any reflection on the triers. The Superior Court on appeal can correct any abuses, if any such shall exist, and this court can correct any errors of law. The reasons suggested therefore, falling short, as they do, of showing that the act is against natural justice, are not sufficient to require of us a judgment that the act is void.

We might stop here; but we will add that the act in question is an exercise of the police power of the State. Its object is to change or remove certain conditions, lawful in themselves, but which have become a source of danger to life and property. The remedy consists in requiring those charged with the duty of maintaining the highways, to change the conditions and hereafter discharge their duties in such a manner as to avoid the danger. It is doing no more than has been done for a long time. Towns have always been required to keep highways and bridges safe. Railroads have ever been required to use the utmost vigilance in adopting ways and means to secure the safety of travelers. It has never been considered that statutes for such purposes are in conflict with the constitutional right of trial by jury, or that proceedings to enforce them were not due process.

There is no error in this judgment.

In this opinion the other judges concurred.

The Town of Fairfield's Appeal from Railroad Commissioners.

Fairfield Co., Oct. T., 1888. Park, C. J., Carpenter, Pardee, Loomis, and Beardsley, Js.

Section 3489 of General Statutes provides that the Railroad Commissioners, upon the petition of any railroad company or town, may order the removal of grade crossings, determining "what alterations shall be made, by whom done, and at whose expense." A later section gives a right of appeal from the order to the Superior Court. Held, that under this statute the Commissioners have power, where two highways cross a railroad at points so near that they can be brought together before crossing with slight inconvenience to the public, to make the change, although it involves the construction of a short length of new highway.

But the course of an established highway should not be changed if a separation of grades can be effected without such change, with as little cost to the railroad company as at any other point.

And the Commissioners have not power to turn such highway from its course to make it a part of a plan for accommodating the public by new ways ordered by themselves.

The Commissioners, under the statute, are not confined to an apportionment of the expense of an alteration between the town and the railroad company. If the facts are so unusual as to justify so extraordinary a proceeding, they are permitted to impose the whole burden upon the railroad company.

The same discretion rests with the Superior Court when the case is carried there by appeal. But the exercise of it by that court cannot be reviewed by this court.

Where, upon a petition of a railroad company to the Commissioners for an order abolishing all the grade crossings in a town, the Commissioners make such a general order, and on appeal by the town from the order so far as it affects one of the crossings, the order is held erroneous, and there is nothing in the record to show that the crossing in question was not considered by the court upon its own particular facts, the order remains unaffected so far as it relates to the other grade crossings.

[Argued December 19, 1888—decided February 15, 1889.]

Appeal of the town of Fairfield from an order of the Railroad Commissioners for the removal of grade crossings within the town, the order having been made on the application of the New York, New Haven & Hartford Railroad Company; taken to the Superior Court in Fairfield County. That court substantially affirmed the order of the Commissioners by passing an order that all the grade crossings should be removed, but disaffirmed that part of the order which required the town to pay a part of the expense of the alterations required. The town appealed to this court from the order of the Superior Court, its appeal being general in form, but limited by its reason of appeal to so much of the order as related to a crossing known as the Elwood crossing. The railroad com-

pany appealed generally from the order, but in its reasons of appeal assigned only the assessment of the entire expense of the alterations upon the company. The case is sufficiently stated in the opinion.

J. H. Perry and W. B. Glover, for the town of Fairfield.

L. Harrison and W. D. Bishop, Jr., for the railroad company.

PARDEE, J. The statute (General Statutes, § 3489), provides that upon the petition of any town, city, borough, or railroad company, the Railroad Commissioners may discontinue any grade crossing of highway by railway and determine at whose expense the change shall be made. § 3491 allows an appeal to the Superior Court.

The New York, New Haven & Hartford Railroad Company petitioned the Commissioners to abolish all highway grade crossings upon its line in the town of Fairfield, of which there are several. They ordered the abolition of all these; also that the town of Fairfield should pay twelve thousand dollars towards the cost of executing the order. One of these is known as the Elwood crossing, and is at a point about one-fourth of a mile west of the Southport station. At the station the public cross the railway at their pleasure as upon a public way. The Commissioners, finding both of these crossings to be dangerous, ordered the abolition thereof, and the substitution therefor of one grade crossing at a point nearly midway between them.

The town appealed to the Superior Court from the order of the Commissioners. That court affirmed the action of the Commissioners so far forth as the abolition of all grade crossings is concerned; but disaffirmed it so far forth as it required the town of Fairfield to pay any part of the cost of the work.

The town of Fairfield appealed to this court on the ground that the court erred —

1. In ordering the Elwood crossing closed.

2. In ordering the Elwood crossing closed upon a new and different crossing being substituted therefor, involving a substantial change in the old highway.

3. In ordering the Elwood crossing closed and a new and different crossing substituted therefor, to the inconvenience of the traveling public and adjacent property owners, in order that the railroad company might be saved the expense of constructing a proper approach to its station in addition to separating the grades at the crossing as was there entirely feasible.

4. In ordering the Elwood crossing closed as part of an arrangement, a controlling element in and motive for which was a provision for and the protection of a *de facto* crossing which was not before the court, for the protection of which no application was pending, and which, so

far as appeared, was not even a highway, but an approach to its station provided by the railroad company over its own land and subject to its control.

The New York, New Haven & Hartford Railroad Company appealed to this court for the following reasons:

1. That the court erred in that it assessed all of the expense of removing the grade crossings in the town of Fairfield upon the railroad company.

2. The court erred in that it overruled the claim of the railroad company, that under § 3489 of the General Statutes it was the intent of the law that a portion of the expense of removing the grade crossings should be assessed upon the town in a case like the one at bar, and that the court had full power and ought to assess a portion of the expense upon the town.

3. The court erred in that it ruled that the power to apportion the expenses was a discretionary power, and in finding that under the facts as found the railroad company ought to bear the whole expense, and that there should be no apportionment of such expense between it and the town.

According to the finding, many persons pass from the north side of the track of the railroad company, to its Southport station, and to the village and wharves of Southport, on the south side thereof, at a point near the station, on foot and in vehicles, as upon a highway. But, in fact, they cross as trespassers. The railroad company has the right and power to prevent such crossing. Upon it alone is the responsibility, whatever it may be, for allowing the public to come into any place of danger upon its property. Therefore the public who desire to cross the track in the vicinity of the Southport station, have one highway, and one only for their use, namely, that at Elwood crossing. But the public have not asked for any other; it has not been determined by due process of law that their convenience requires any other; nor that it would require any other, even if the railroad company should bar the trespass crossing. The case before the Commissioners, therefore, was that of a single highway crossing, with no suggestion even, in legal form, that public convenience required another, nor that the location of the existing one should be changed. And upon the finding it is quite feasible to place the highway and the railway at different grades at the Elwood crossing without change in the course of either.

The Commissioners have power to deal with existing highways; and where two cross a railway at points so near to each other that they can be brought together before crossing, with great saving to the railroad company, and with inappreciable inconvenience to the public, they may

make the change, although it of necessity involves the construction of a short length of new highway; such being regarded as alterations of the old, not as the establishment of new ways. If, in the case before us, they had found a highway crossing at the station, possibly it would have been within the reasonable exercise of their powers to have brought that and the Elwood crossing together. The saving to the railroad company might have been so great, and the inconvenience to the public so small, as to justify such action.

But upon the record the Commissioners have determined that public convenience requires a highway crossing at the station, and that one will be there established, and assumed it to be now in existence, for the purpose of determining what shall be done in reference to the Elwood crossing. This they have not the power to do. So far forth as they are concerned, every established highway is entitled to hold its course unchanged, unless affected by another highway, if thereby separation of grades can be effected with as little cost to the railroad company as at any other point. They have not the power to make such way a part of a plan for the accommodation of the public by new ways, ordered by themselves, and therefore wrest it from its course.

Therefore upon the appeal of the town of Fairfield there is error in the judgment of the Superior Court.

The language of the statute is that "the Commissioners shall determine what alterations or removals shall be made, by whom done, and at whose expense." Therefore they are not confined to an apportionment; they are permitted to apportion; also, if there be present such unusual facts as to justify a proceeding so extraordinary, they are permitted to impose the whole burden upon the railroad company.

The same discretion goes with the appeal to the Superior Court, and there it is exhausted. The exercise of it by the latter is beyond revision by this court.

Therefore upon the appeal of the New York, New Haven & Hartford Railroad Company, there is no error.

The directors of the railroad company brought three petitions to the Railroad Commissioners, in which, taken together, they asked for orders abolishing all grade crossings in the town of Fairfield. They might have asked for this in one petition. The statute permits it, not because the question concerning any crossing is necessarily controlled or even affected by that concerning any other, but for economy in instituting the proceedings.

The Superior Court, upon appeal, so far granted the prayer of the railroad company as to pass an order abolishing every grade crossing in the town. Unless the record speaks to the contrary, the presumption

will be that every crossing was considered upon facts solely applicable to itself, precisely as if the petition had concerned it alone. Indeed the order, although by statutory permission one in form, is in fact an aggregation of as many special and particular orders as there are crossings; with measurements, specifications, and plans adopted to each by name. So too, unless the record speaks to the contrary, it is to be presumed that the assessment of expense attendant upon the change of each crossing was determined upon a consideration of the facts peculiar to itself.

It results, therefore, in reality, that there are pending several petitions as distinct from each other as if there had been a different person defendant in each, in all of which the railroad company is plaintiff, in each of which one specified grade crossing is defendant. Therefore, so far as the railroad company is concerned, it is to be considered as having based an independent appeal upon each independent order; as a complaint to the effect that the assessment upon itself of the entire expense of the removal of each grade crossing is erroneous. We have decided that the final disposition of that question is in the discretion of the Superior Court.

So far as the appeal of the town of Fairfield is concerned, it is only with regard to the Elwood crossing. No appeal is taken with regard to any other crossing. The appeal, it is true, is general in form, but by the reasons of appeal is limited to this particular matter. Therefore, as to every other crossing the railroad company, the town, and all individuals have submitted to the order for its removal; the Superior Court has compelled the railroad company to pay the entire expense; thus, as to all these, all parties are concluded.

We have determined upon a question of law, that the order for the removal of the Elwood crossing is erroneous; therefore the question as to that crossing is in the Superior Court for a new trial; and if that court should abolish it hereafter, the question as to the apportionment of expense remains open. The record does not suggest, nor can there be any presumption, that the order of the Superior Court, removing all grade crossings, and assessing the entire cost upon the railroad company, was made dependent upon the legality of its order to remove the Elwood crossing.

In that portion of this opinion which relates to the appeal of the town of Fairfield, PARK, C. J., and CARPENTER, J., concurred; LOOMIS and BEARDSLEY, Js., dissented. In that portion of the opinion relating to the appeal of the railroad company, LOOMIS and BEARDSLEY, Js., concurred; PARK, C. J., and CARPENTER, J., dissented.

ORDER FOR PLANKING GRADE CROSSINGS AT HAMDEN.

STATE OF CONNECTICUT.
OFFICE OF THE RAILROAD COMMISSIONERS.
HARTFORD. December 27, 1889.

Be it remembered that the selectmen of Hamden presented their application to us dated the 31st day of October, 1889, as follows: —

"*To the Hon. Railroad Commissioners of the State of Connecticut.*

"The Selectmen of the town of Hamden respectfully represent to your honorable body in writing that the New Haven & Northampton company's railroad is crossed by three highways commonly known and called Goodrich, Allen, and Dudley streets respectively, all situated in the town of Hamden, a little northerly of and adjacent to the divisional line between the city of New Haven and said town of Hamden; and that said railroad is leased to and operated by the New York, New Haven & Hartford R. R. Co.; and that said last mentioned railroad company has failed to comply with the requirements of Section 3499 of the Revised Statutes of this State, and has wholly neglected to guard and protect the rails at said crossings by plank, timber, or otherwise, so as to secure a safe and easy passage across said railroad.

"We, said Selectmen, therefore pray your honorable body to examine said crossings and to make such order as you may deem necessary to carry out the provisions of said statute.

"And your petitioners as in duty bound will ever pray.

"Dated at New Haven the 31st day of October, 1889.

"JOHN E. ANDREWS,
"WM. I. MUNSON,
"EDWIN W. POTTER,
} Selectmen of the town of Hamden.

"by T. E. DOOLITTLE, *their attorney.*"

And on the 5th day of November, 1889, we issued the following order for hearing and of notice, viz.: —

STATE OF CONNECTICUT.
OFFICE OF THE RAILROAD COMMISSIONERS,
HARTFORD, NOV. 5, 1889.

Upon the foregoing petition it is

"Ordered that the same be heard at the Bar Library room, in the Court House in New Haven, on Thursday, the 14th day of November, 1889, at ten o'clock in the forenoon, and that notice thereof be given to the petitioners and to the New York, New Haven & Hartford R. R. Co. and to the New Haven & Northampton Company by Geo. T. Utley, by

depositing in the post-office at Hartford, postage paid, true and attested copies of said petition and of this order, one addressed to the Selectmen, Hamden, Conn., one to T. E. Doolittle, Esq., New Haven, Conn., one to Wm. D. Bishop, Jr., Secretary New York, New Haven & Hartford R. R. Co., Bridgeport, Conn., and one to Edward A. Ray, secretary New Haven & Northampton Company, New Haven, Conn., on or before the 7th day of November instant.

"GEO. M. WOODRUFF,
"W. H. HAYWARD,
"WM. O. SEYMOUR,
} *Railroad Commissioners.*"

And on said 14th day of November we met at the time and place named in said order, when said petitioners appeared in person and by their attorneys, Messrs. Doolittle and Bennett, to prosecute their said petition, and said New York, New Haven & Hartford R. R. Co. by their counsel, Lynde Harrison, and President and Superintendent Yeamans of said New Haven & Northampton Company also appeared and were heard, and said hearing having been adjourned by agreement till the 12th day of December instant, we again met, and said parties again appeared and were fully heard. And now, upon consideration and on inquiry, we do find that in the spring of 1848 the railroad of the New Haven & Northampton Company was opened from Grand Street in New Haven to Plainville, running through the town of Hamden, and within the limits involved in this inquiry, built partly on the right of way of the old canal and partly on land purchased and owned in fee by the company. Prior to the opening of the road it was leased by the New Haven & Northampton Company to the New York & New Haven R. R. Co. for the period of twenty-one years from the date of opening, which was June 30 or July 1, 1848. The latter company immediately took possession, and retained possession, management, and control of the same till July 1, 1869. At that date the Northampton Company resumed possession and continued to manage and control the same till October, 1887. In 1881 the New York, New Haven & Hartford R. R. Co. secured a majority of the stock of the Northampton Company, and October 1, 1887, took possession and control of the railroad under a lease for ninety nine years from April 1, 1887. From the time the New Haven & Northampton Company resumed possession, July 1, 1869, to the present time, Charles N. Yeamans, either as Vice-President and General Superintendent, or as President and Superintendent, or as President, has been the chief executive officer, and had general charge of the railroad. In 1852 or 1853 the owners of the land on both sides of the railroad opened the two streets known as Alling and Dudley streets, through their own lands and crossing the railroad, and so

far as they could do so dedicated the streets as public highways, which dedication was accepted by the public, and the streets have ever since been repaired and used as highways of the town and kept in repair, though never laid out by it. About the year 1866 Goodrich Street was in like manner opened, dedicated, accepted, and since used and kept in repair. At the time the several streets were opened the manager of the railroad under the lease caused or permitted the crossings of the railroad track to be properly planked, which planking, if not originally laid by the railroad company, was renewed and kept in repair by the employees of the railroad companies so as to be in passable condition until in October, 1888, when, it becoming necessary to renew the ties on this section of the railroad, the planking was taken up, and the planks being "rotten" were "thrown away" and no new ones put down. Within three years after the Northampton Company resumed possession of the railroad, in 1869, Vice-President and Superintendent Yeamans directed that no further repairs be made to the planking, and like orders were issued by Supt. Opdyke in 1885, and from the latter date till finally removed it is probable that no repairs of the planking were made. Mr. Yeamans also testified that from the time of his first order no repairs were made "with his knowledge or consent." But we find, as a matter of fact, that from the time the streets were opened till 1887, the planking was replaced whenever removed for the purpose of putting in new ties, and that it was kept in repair till within the last few years.

We also find that notwithstanding the orders of Vice-President Yeamans, and subsequently of Supt. Opdyke, not to make repairs, yet nothing was ever ordered to be done or was in fact done to prevent the continued free and unobstructed use of the crossings by the public, or any notice given forbidding such use, and the crossings continued to be so used by the public until the planking was removed, and are still used to a less degree. Neither the act of 1870, providing that no highway should be laid out or constructed across any railroad upon a level therewith except with the permission of the Railroad Commissioners, nor that of 1883, requiring highways thereafter constructed to pass under or over the railroads, applies to this case, as all of the streets were opened before 1870. Upon these facts the petitioners claim that there has been a dedication by the railroad company of the crossings as parts of the public highway, and that the company is estopped from denying such dedication. The company admits "that a railroad company may dedicate land which it owns in fee or in conjunction with the owner of the fee land in which it has an easement to the public as a highway," but claim, and such is our opinion, that the intention to dedicate will not, in the absence of fraud or conduct which misleads others, be presumed, but must be manifest. It is

further claimed in behalf of the company, that no act performed by the New York & New Haven Company while in possession of the railroad as lessee can operate as a dedication of the land of the Northampton Company. Such we understood to be the law. A tenant cannot so divest his landlord of his property. But the question of intention is to be decided "on the evidence in each particular case," and if upon the facts stated we cannot find that there is full and satisfactory proof of an intention by the Northampton Company, after it resumed possession in 1869, to dedicate its land for highway at the several crossings,—if these facts do not in themselves "show an intention to dedicate the *locus in quo* to public use," we are of the opinion that they establish on the part of the company "conduct which misleads others," so that the company is estopped from denying that these crossings are public highways.

We do therefore, having also examined said crossings, direct said New York, New Haven & Hartford R. R. Co, within ten days from the date of this order, to so guard or protect its rails at each of said crossings of Alling, Dudley, and Goodrich streets, over the Northampton division of its railroad, by planks or timber for the distance of not less than eight feet each way from the center of the traveled path of the several highways, as to secure a safe and easy passage across the said New Haven & Northampton division of its railroad.

GEO. M. WOODRUFF,
W. H. HAYWARD,
WM. O. SEYMOUR,
} *Railroad Commissioners.*

PETER F. GALLAGHER *vs.* THE NEW YORK & NEW ENGLAND RAILROAD COMPANY.

Fairfield Co., Oct. T., 1888. PARK, C. J., CARPENTER, PARDEE, LOOMIS, and BEARDSLEY, Js.

It is provided by Gen. Statutes, § 3505, that every railroad company incorporated since the first Wednesday of May, 1850, shall cause sufficient fences to be erected and maintained on the sides of its road, except at places where the Railroad Commissionsrs shall adjudge them unnecessary. Held, that this statute is to receive a reasonable and not a literal construction.

The track of the defendant's railroad ran for a considerable distance by the side of another railroad, with a space of fifty feet between them, and no action had been had by the Railroad Commissioners excusing the company from fencing. Held, that the company was not required by the statute to maintain a fence between its own and the other track.

There was no fence on the outside of the other track, and a horse strayed from a pasture upon it and thence upon the track of the defendant's road, and was there killed by a passing train; no negligence on the part of the company being charged beyond the neglect to maintain the fence. Held, that the company was not liable.

[Argued November 7th, 1888 — decided January 11th, 1889.]

ACTION for the killing of a horse of the plaintiff by a railroad train of the defendant; brought to the Court of Common Pleas of Fairfield County. The defendant suffered a default and was heard in damages before Hall, *J.* The facts were found and substantial damages were awarded, and the defendant appealed. The case is fully stated in the opinion.

E. D. Robbins, for the appellant, cited — 1 Rorer on Railroads, 622; 3 Wood's Railway Law, 1555, 6; Davis *v.* Burlington & Missouri River R. R. Co., 26 Iowa, 549, 554; Indianapolis & Cincinnati R. R. Co. *v.* Kinney, 8 Ind., 402, 404; Indianapolis, Peru & Chicago R. R. Co. *v.* Crandall, 58 *id.*, 365; Swearingen *v.* Missouri, Kansas &c. R. R. Co., 64 Misso., 73; Toledo, Wabash & Western R. R. Co. *v.* Chapin, 66 Ill., 504.

H. W. Taylor, for the appellee, cited — Gen. Statutes, §§ 3505, 3507; 3 Wood's Railway Law, 1558, *et seq.;* Rockwell *v.* N. York & N. Eng. R. R. Co., 51 Conn., 401; Bronson *v.* Coffin, 108 Mass., 175; Wilder *v.* Maine Central R. R. Co., 65 Maine, 332; Tombs *v.* Rochester & Syracuse R. R. Co., 18 Barb., 583; Hurd *v.* Rutland & Burlington R. R. Co., 25 Verm., 116; Tyson *v.* Kansas City & Des Moines R. R. Co., 43 Iowa, 207; Enright *v.* San Francisco & San José R. R. Co., 33 Cal., 230.

LOOMIS, *J.* The plaintiff in this case seeks to recover the value of a horse killed by a locomotive engine on the defendant's railroad track in the town of Brookfield. For a considerable distance at and near the place of the accident the defendant's track and that of the Housatonic Railroad Company lie side by side, with an intervening space of land fifty feet wide. The defendant's track is located on the west side of the Housatonic road, and nearly parallel therewith. The defendant had erected and maintained a sufficient fence on its west side, where its road abutted on private fields, but on the other side, between the two railroad tracks, it had erected no fence, and none had been erected by the Housatonic Railroad Company on either side of its track. In September, 1887, the plaintiff had placed his horse in the care of his father, who before the accident had placed it with two other horses to pasture on his home lot, which adjoins the Housatonic railroad on the east side and is not separated from it by any fence. On the west side is a ditch, and the southerly side, abutting on land of one Andrews, is marshy. There was no fence between Andrews's land and the Housatonic railroad, and horses could pass either across the ditch directly on to the railroad track or over the marsh on to land of Andrews, and thence on to the track. On the 5th of October, 1887, while the plaintiff's father and his family were at breakfast, the horses passed from the home lot by one of the routes mentioned, across the track of the Housatonic road on to that of the defendant, where the plaintiff's horse was struck by the defendant's locomotive and killed.

The defendant suffered a default and moved for a hearing in damages, upon which the facts were found by the court below and judgment rendered for the plaintiff to recover full damages. Two questions were made before the trial court which have come to this court for review upon the defendant's appeal, namely: Do the facts show negligence on the part of the defendant? Do they show contributory negligence on the part of the plaintiff?

In regard to the defendant's negligence there is no allegation in the complaint, nor was it claimed upon the trial that it consisted in mismanaging the train in any respect, but it was predicated entirely upon the want of a fence between the two railroads. Upon this part of the case the decisive question is whether it was the duty of the defendant to erect such a fence; and this is a pure question of law, depending upon the true construction of section 3505 of the General Statutes, which is as follows: "Every railroad company shall erect and maintain fences on the sides of the railroads operated by it at such place or places as the Railroad Commissioners shall direct, and every railroad company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall cause

sufficient fences to be erected and maintained on the sides of such railroads, except at such place or places as the Railroad Commissioners shall adjudge them unnecessary, such fences to be erected by all companies hereafter organized within twelve months after they enter upon and take possession of the lands through which their railroads pass." And by section 3507 it is provided that "any person who without neglect on his part shall suffer damage by reason of the neglect of any railroad company to erect or maintain fences as required by law, may recover such damage from such company."

The defendant, having been incorporated since the date mentioned in the statute, is subject to its provisions, whatever construction must be given to them. It is conceded also that the Railroad Commissioners have never passed upon the question as to a fence at this place or adjudged the same unnecessary.

As this negates the only exception expressly mentioned in the statute, the defendant railroad is undoubtedly brought within the strict literal terms of the statute. So that the practical question before us is whether it is the duty of the court to administer and apply the statute according to its letter, or according to its intent and object.

And here one of the approved canons of interpretation comes to our aid, namely, that the letter should not be followed where it leads to absurdity and injustice. Smith's Commentaries on Statute & Constitutional Law, § 486; Dwarris on Statutes, 587; 1 Kent's Commentaries (7th ed.), side page 462.

What, then, would be the consequences should we interpret the statute in question according to its letter? Every railroad company incorporated since 1850 would, in the absence of any order from the Commissioners, be required to fence both sides of its road, though the effect might be to cut off, or render extremely difficult, the ingress or egress of passengers at its stations, or the reception and delivery of freight. The language would even include places where the railroad track intersects public highways or other railroad tracks, or where it passes over rivers or bodies of water.

Such results could not have been within the intent of the Legislature. It is therefore our duty to discard a literal and adopt a rational construction. The manifest object of the act was to require fences to be built and maintained against private fields and lots where domestic animals might be feeding or stationed. It could not have been contemplated that animals requiring such protection would be on an adjoining railroad track, and it is obvious that a fence confining them to one track would ordinarily increase rather than diminish the risk of injury, since it would limit and narrow the facilities for escape from an approaching train.

In cases involving merely the construction of a local statute we do not often resort to other jurisdictions for aid, but the dangers to domestic animals along the line of railways, as well as danger to persons and property being transported over such roads, have induced the Legislatures of many States besides our own to pass laws requiring railroad companies to fence their roads, and although we find no statute identical in its provisions with our own, yet we find many cases where the courts have, in construing these statutes, departed as widely perhaps from the letter as we have done in the present case, so that our position may be materially strengthened by reference to decisions in other States on this subject.

In 1 Thompson on Negligence, p. 519, § 24, it is said in reference to such statutes: "It is obvious that there are places along the line of every railroad where it is impossible and improper for the road to be fenced; where, for instance, it is crossed by highways, or runs along a street, or at the depots and stations of the company, necessarily open for access by the public. In some instances these places are specifically excepted from the operation of the statute by its terms. In others the courts have held that such exceptions are necessarily implied from the inconvenience which would follow any other interpretation." See also Davis *v.* Burlington & Missouri River R. R. Co., 26 Iowa, 549; Indianapolis & Cincinnati R. R. Co. *v.* Kinney, 8 Ind., 402; Indianapolis, P. &c. R. R. Co. *v.* Crandall, 58 Ind., 365; Toledo, W. & W. R. R. Co. *v.* Chapin, 66 Ill., 504; Lloyd *v.* Pacific R. R. Co., 49 Mo., 199.

For these reasons we conclude that the defendant was under no duty to fence the road at the place in question, and so the entire foundation upon which the trial court predicated the finding of negligence fails, and the judgment was erroneous.

As this first point is necessarily decisive of the whole case, it renders the next question, whether there was contributory negligence on the part of the plaintiff, immaterial.

There was error in the judgment complained of.

In this opinion the other judges concurred.

APPROVAL OF THE TAKING OF ADDITIONAL LAND IN NORWICH, BY THE NORWICH & WORCESTER RAILROAD COMPANY.

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,
HARTFORD, December 3, 1889.

Be it remembered that the Norwich & Worcester Railroad Company presented its petition in writing to us as follows, viz.: —

To the Railroad Commissioners of the State of Connecticut:

The application of the Norwich & Worcester Railroad Company respectfully represents:

That at a meeting of the board of directors of said company held on the 27th day of September, 1889, the following vote was passed, to wit:

WHEREAS, It is desirable to increase the limits of the present terminal grounds of the company at Norwich, in the county of New London and State of Connecticut, for additional tracks and turnouts, and to enlarge the extent of its depot grounds,

Voted, To take for the purposes aforesaid the following-described parcel of land situate in said Norwich, to wit:

Beginning at a point in the southerly side line of land of the Norwich & Worcester Railroad Company, where the same adjoins the westerly side of the road to Preston, which point is twenty-two and one-half (22½) feet distant at a right angle southerly from station 829 × 17 on the center line of location of this company as described in the Alignment Book; thence westerly by said line of ownership parallel to and twenty-two and one-half (22½) feet distant from said center line of location two hundred and thirty (230) feet; thence by said line of ownership N. 2° 28′ E. three and five-tenths (3.5) feet to a point nineteen and one-half (19½) feet distant southerly from said center line of location; thence westerly by said southerly side line of ownership parallel to and nineteen and one-half (19½) feet distant from said center line of location three hundred and twenty-one and one-tenth (321.1) feet to a point bearing S. 5° 25′ W. from station 834 × 51.3 on said center line of location, and adjoining land of this company; thence S. 5° 25′ W. by land of this company one hundred and one and seventy-five one-hundredths (101.75) feet to the Shetucket River; thence easterly by said Shetucket River six hundred and sixty-three and six tenths (663.6) feet more or less to a point in the westerly side line of said highway and adjoining the toll bridge; thence northwesterly by the side of said highway fifty-nine and five-tenths (59.5) feet to the point of beginning, and is premises shown on a plan to be recorded herewith, entitled "Plan of land required at Norwich for extension of yard. N. Y. & N. E. R. R.

Chief Engineer's office, Boston, Sept. 7, 1889. L. B. Bidwell, Chief Engineer." The following-named persons own or claim to own or have interests in the lands and premises above described, to wit: Laura C. K. Pomeroy and Caroline Pierce of Pittsfield in the State of Massachusetts; Maxon P. Lewis, C. Billings Farnsworth, Mrs. Avery Smith, and Ada W. Case, wife of Samuel B. Case, Jr., all of said Norwich.

Wherefore your applicant prays that the said taking of said lands may be approved by your Honorable Board, and that you will fix a time and place for hearing this application, and order what notice thereof shall be given to the several persons in interest.

Dated at Norwich this 2d day of October, A. D. 1889.

THE NORWICH & WORCESTER RAILROAD COMPANY,
By J. HALSEY,
Its Attorney.

Upon which petition the following orders for hearing and of notice were made, viz.:

STATE OF CONNECTICUT.
OFFICE OF THE RAILROAD COMMISSIONERS,
HARTFORD, October 3, 1889.

Upon the foregoing application of the Norwich & Worcester Railroad Company, it is

Ordered, That the same be heard at the office of Jeremiah Halsey, in the city of Norwich, on the 17th day of October, 1889, at 11 o'clock A. M., and that notice thereof be given to the said Laura C. K. Pomeroy and Caroline Pierce as shall be directed by a judge of the Superior Court, and to the said Maxon P. Lewis, C. Billings Farnsworth, Mrs. Avery Smith, Ada W. Case, and Samuel B. Case, Jr., by some proper officer or indifferent person, by leaving with each of said persons or at their several usual places of abode a true and attested copy of said application and of this order at least seven days before said day of hearing.

GEO. M. WOODRUFF,
WM. O. SEYMOUR.

STATE OF CONNECTICUT, } ss
NEW LONDON COUNTY, }

NORWICH, October 4, 1889.

Upon the foregoing application of the Norwich & Worcester Railroad Company to the Railroad Commissioners of the State of Connecticut, it appearing to and being found by the subscribing authority that Laura C. K. Pomeroy and Caroline Pierce are non-residents of this State, and resident at Pittsfield in the State of Massachusetts, it is therefore

Ordered, That notice of the time and place of said hearing be given to the said Laura C. K. Pomeroy and Caroline Pierce, by some proper officer or indifferent person, by depositing a true and attested copy of the foregoing application and order of said Railroad Commissioners and

of this order in the post-office at Norwich, postage paid, addressed to each of said persons at Pittsfield, Mass., at least seven days before the day of said hearing.

JOHN M. THAYER,
Judge of the Superior Court.

And on said 17th day of October a majority of said Commissioners met at the time and place named in said orders, when it appeared and we do find that said orders had been duly served and complied with, and said parties except said Pomeroy and Pierce appeared and were duly heard. And said Commissioners being unable to agree, further orders for hearing and of notice were issued on the 19th day of November, 1889, as follows, viz.:

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,
HARTFORD, November 19, 1889.

Upon the application of the Norwich & Worcester Railroad Company, dated the 2d day of October, 1889, addressed to the Railroad Commissioners of the State of Connecticut, and praying that the taking by said company of certain lands in said petition described might be approved by said Commissioners, which petition was duly heard on the 17th day of October, it is further

Ordered, that said petition be again heard at the office of Jeremiah Halsey, in the city of Norwich, on Tuesday, the 26th day of November. 1889, at 8.30 A. M., and that notice thereof be given to Caroline Pierce and Laura C. K. Pomeroy of Pittsfield, Mass., two of the parties named in said petition, in such manner as shall be directed by a judge of the Superior Court, and to Maxon P. Lewis, C. Billings Farnsworth, Mrs. Avery Smith, Ada W. Case, and Samuel B. Case, Jr., all of said Norwich, by some proper officer or indifferent person, by leaving with each of said persons or at their several places of abode a true and attested copy of this order on or before the 22d day of said November.

GEO. M. WOODRUFF,
W. H. HAYWARD,
WM. O. SEYMOUR,
Railroad Commissioners.

STATE OF CONNECTICUT,
LITCHFIELD COUNTY, } ss. LITCHFIELD, November 19, 1889.

Upon the application of the Norwich & Worcester Railroad Company, dated the 2d day of October, 1889, addressed to the Railroad Commissioners of the State of Connecticut, praying that the taking by said company of certain lands in said petition described might be approved by said Commissioners, which petition was duly heard by said

Commissioners on the 17th day of said October, and is again to be heard at the office of Jeremiah Halsey, in the city of Norwich, on Tuesday, the 26th day of November, 1889, at 8.30 A.M., it appearing to the subscribing authority that Laura C. K. Pomeroy and Caroline Pierce, two of the parties interested in said petition, are non-residents of the State of Connecticut, and residents of Pittsfield in the State of Massachusetts, it is therefore

Ordered, That notice of the time and place of said hearing be given to the said Laura C. K. Pomeroy and Caroline Pierce by some proper officer or indifferent person, by depositing a true and attested copy of the foregoing order by the Railroad Commissioners and of this order in the post-office at Norwich, postage paid, addressed to each of said persons at Pittsfield, Mass., on or before the 22d instant.

EDWARD W. SEYMOUR,
Judge of the Superior Court.

And on said 26th of November we met at the time and place named in said last-mentioned orders, and it appeared and we do find that said orders had been duly served and complied with, and said parties again appeared and were fully heard. And on consideration we find the following facts:

The Norwich & Worcester Railroad Company adopted plans for the erection of an engine-house, coal-bins, and paint-shop, and for laying tracks connecting therewith, in the city of Norwich; which plans involved the taking of private property, either by purchase or by condemnation, for convenient access to said engine-house, and necessary for proper access to said coal-bins as proposed to be located. And said company proceeded forthwith to construct said engine-house and coal-bins, without purchasing the land and before submitting said changes and plans to the Railroad Commissioners for their approval, and obtaining their consent to the proposed condemnation of the private property. After expending a considerable amount of money in developing said plans, this petition was brought. It seems to us that a due regard for the rights of private property holders should have dictated that they be given an opportunity to be heard with their objections to the proposed plans at an earlier stage of these proceedings, and it may be that a more serious effort to negotiate with the owners of the land might have been made before proceeding to condemn it.

A railroad company may, in the ordinary course of business, unquestionably, by an expenditure of work and money on its own land, create a necessity for acquiring land of adjoining proprietors; but under the circumstances of this case we think it should be considered as it would

have been if the plans had been submitted to us before the work was commenced. We do not understand the requirement of the law to be that a railroad company establish an absolute necessity before the taking of land be approved by us. "Where the corporation, in the exercise of discretion conferred by statute, has selected land adapted to its purposes, it is not a valid objection to its appropriation, where no wanton motive appears, or great mischief is likely to ensue, that other land in the vicinity, which could have been obtained by purchase, would serve its purposes as well." Neither, in our opinion, is it a valid objection, under like circumstances, that the company already possesses land which might be utilized for the purposes proposed, but which is so located as in our judgment to be unsuited for the purpose.

We are of opinion that had this application been made before work had been commenced we should have given our approval, and we do not think the disregard of certain proprieties by the company a sufficient reason for now refusing such approval.

We do therefore give our written approval of the taking by said Norwich & Worcester Railroad Company of the lands described in said petition for the purposes therein set forth, and do prescribe the limits within which said company may take real estate for the purposes named, as in said petition defined.

GEORGE M. WOODRUFF, } *Railroad*
WILLIAM O. SEYMOUR, } *Commissioners.*

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Andover,	6	....	1	5	....	....	....	....	....	....
Avon,	8	....	1	7	....	....	....	....	....	....
Barkhamsted,	5	....	....	5	....	....	....	....	....	....
Beacon Falls,	4	....	1	3	....	....	....	....	....	1
Berlin,	15	2	....	13	....	1	....	....	....	....
Bethel,	18	....	2	16	1	....	....	1	....	....
Bloomfield,	12	....	....	12	....	....	....	....	....	....
Bolton,	6	2	....	4	....	1	....	....	....	....
Branford,	12	2	1	9	....	....	....	2	....	....
Brookfield,	19	1	1	17	....	....	....	....	....	1
Bridgeport,	38	1	....	37	11	3	3	20	1	11
Bristol,	17	2	2	13	1	....	1	2	....	...
Burlington,	2	....	1	1	....	....	....	....	....	....
Canton,	15	2	....	13	....	....	2	....	....	....
Canaan,	18	....	1	17	....	....	....	1	1	1
Canterbury,	2	....	....	2	....	....	....	....	....	....
Chaplin,	1	....	1	....	....	....	....	....	....	....
Chatham,	9	2	1	6	....	....	....	....	....	....
Chester,	4	....	....	4	....	....	....	....	....	....
Cheshire,	11	....	....	11	....	....	....	....	....	....
Clinton,	6	1	....	5	....	....	....	....	....	....
Colchester,	7	....	1	6	....	....	....	....	....	....
Columbia,	4	1	....	3	....	....	....	....	....	....
Cornwall,	19	....	....	19	....	....	....	2	1	1
Coventry,	4	....	....	4	....	....	....	....	....	....
Cromwell,	9	1	1	7	....	....	....	....	....	1
Danbury,	24	3	4	17	1	2	....	....	2	3
Darien,	6	1	....	5	1	1	....	....	....	....
Derby,	9	1	....	8	3	2	....	....	....	7
East Granby,	4	....	....	4	....	....	....	....	....	....
East Haven,	4	1	....	3	....	....	....	....	....	....
East Hartford,	10	....	....	10	....	....	....	....	....	....
East Lyme,	5	2	....	3	....	....	....	....	....	...
East Windsor,	11	....	....	11	....	....	....	....	....	....
Ellington,	6	....	....	6	....	....	....	....	....	....
Enfield,	16	....	2	14	1	1	....	1	....	3
Essex,	7	....	....	7	....	....	....	....	....	....
Fairfield,	14	1	....	13	2	....	4	....	....	....
Farmington,	12	....	1	11	....	....	....	....	....	....
Franklin,	4	....	....	4	....	....	....	....	....	....
Greenwich,	12	1	6	5	1	....	....	1	....	....
Griswold,	5	....	....	5	....	....	1	....	....	1
Groton,	6	....	1	5	....	2	....	1	....	1
Guilford,	7	3	2	2	....	....	....	....	....	...
Haddam,	7	1	....	6	....	....	....	....	....	....
Hampton,	9	2	....	7	....	....	....	1	....	....
Hamden,	13	3	5	5	....	....	....	....	4	4
Hartford,	50	10	8	32	16	6	....	6	....	3
Hebron,	6	....	....	6	....	....	....	....	....	....
Totals carried over,	518	46	44	428	38	19	11	38	9	38

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & C. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. Y. & N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Wor. R. R.	S. L. & N. R. R.	Shore Line R. R.	South Manchester R. R.	Total.
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....	....	....	....	....	....	....	....	....	....	....	13	....	....	....	....	....	13
....	16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	16
....	....	....	12	....	....	....	....	....	....	....	....	....	....	....	....	....	12
....	....	....	....	....	....	....	....	....	....	4	....	....	....	....	....	....	4
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....	....	....	....	15	....	....	....	....	....	2	....	....	....	....	....	....	17
....	....	....	....	14	....	....	....	....	....	....	23	....	....	....	....	....	37
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....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1
....	....	....	11	....	....	....	....	2	....	....	....	....	....	....	....	....	13
....	....	....	10	7	....	....	....	....	....	....	....	....	....	....	....	....	17
....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	2
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6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6
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....	....	....	....	....	....	....	....	11	....	....	....	....	....	....	....	....	11
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6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6
1	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	3
....	....	....	....	19	....	....	....	....	....	....	....	....	....	....	....	....	19
....	....	....	....	....	....	....	....	....	1	3	....	....	....	....	....	....	4
....	....	3	....	....	4	....	....	....	....	....	....	....	....	....	....	....	7
....	3	....	....	3	....	....	....	....	....	11	....	....	....	....	....	....	17
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....	....	....	....	....	....	4	4	....	....	....	....	....	....	....	....	....	8
....	....	....	....	....	....	....	....	4	....	....	....	....	....	....	....	....	4
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....	....	....	....	....	....	....	....	....	....	11	....	....	....	....	....	....	11
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....	....	8	2	....	....	....	....	....	....	10	12	....	....	....	....	....	32
6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6
19	19	28	40	58	4	7	4	41	6	93	77	5	5	....	22	....	428

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over,.....	518	46	44	428	38	19	11	38	9	38
Kent,.....	12	....	....	12	....	....	....	1	1	....
Killingly,.....	9	1	....	8	....	1	....	....	....	2
Lebanon,.....	6	2	....	4	....	....	....	....	....	....
Ledyard,.....	1	....	....	1	....	....	....	....	....	....
Litchfield,.....	12	1	....	11	....	....	....	1	....	2
Lisbon,.....	6	1	2	3	....	....	....	....	....	....
Lyme,.....	6	1	2	3	....	....	....	....	....	....
Madison,.....	12	1	1	10	....	....	....	....	....	....
Manchester,.....	13	1	3	9	....	1	....	2	....	....
Mansfield,.....	9	1	....	8	....	....	....	....	....	....
Meriden,.....	23	6	1	16	8	....	1	5	....	....
Middlebury,.....	3	....	1	2	....	....	....	....	....	....
Middlefield,.....	7	1	1	5	....	....	....	....	....	....
Middletown,.....	45	11	2	32	3	....	7	....	....	....
Milford,.....	20	1	2	17	1	....	1	....	....	1
Montville,.....	3	....	....	3	....	....	....	....	....	....
Monroe,.....	5	....	....	5	....	....	....	....	1	1
Morris,.....	3	....	....	3	....	....	....	....	....	1
Naugatuck,.....	9	....	2	7	1	....	....	....	....	....
New Britain,.....	26	3	....	23	6	4	....	....	....	....
New Canaan,.....	4	....	1	3	....	....	....	1	....	....
Newington,.....	6	....	....	6	2	....	....	1	....	2
New Haven,.....	72	37	6	29	9	1	1	7	....	9
New Hartford,.....	11	....	3	8	....	....	1	....	....	....
New London,.....	6	1	2	3	....	1	....	....	....	8
New Milford,.....	24	....	....	24	....	....	....	2	....	....
Newtown,.....	43	1	2	40	...	....	....	2	1	1
Norfolk,.....	8	3	2	3	....	....	....	....	....	....
North Canaan,.....	4	....	....	4	....	....	....	1	1	1
North Haven,.....	11	1	1	9	....	1	....	1	....	1
Norwalk,.....	30	3	4	23	5	1	2	....	3	7
Norwich,.....	9	3	....	6	....	1	1	....	2	2
Old Saybrook,.....	3	....	....	3	....	....	....	....	....	....
Orange,.....	27	3	11	13	....	....	1	1	....	2
Oxford,.....	7	2	....	5	....	....	....	....	....	....
Pomfret,.....	9	4	1	4	....	....	....	....	....	....
Portland,.....	10	1	2	7	....	....	....	....	....	....
Plainfield,.....	24	1	....	23	....	....	....	1	....	2
Plainville,.....	7	1	....	6	....	....	....	....	....	2
Plymouth,.....	11	2	....	9	....	....	....	....	....	....
Putnam,.....	12	3	4	5	2	....	....	....	....	....
Redding,.....	9	....	2	7	....	....	....	....	....	....
Ridgefield,.....	14	....	....	14	....	....	....	....	....	....
Rocky Hill,.....	2	....	....	2	....	....	....	....	....	....
Roxbury,.....	5	....	....	5	....	....	....	....	....	....
Salisbury,.....	12	1	2	9	....	....	....	....	....	....
Saybrook,.....	11	....	....	11	....	....	....	....	....	....
Seymour,.....	5	....	....	5	....	....	2	....	....	....
Totals carried over,.....	1,144	144	104	896	75	30	28	64	18	84

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & C. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. Y. & N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Wor. R. R.	S. L. & N. R. R.	Shore Line R. R.	South Manchester R. R.	Total.
19	19	28	40	58	4	7	4	41	6	93	77	5	5	....	22	....	428
....	....	....	....	12	....	....	....	....	....	....	....	....	....	....	....	....	12
....	....	....	....	....	....	....	....	....	....	....	....	....	8	....	....	....	8
4	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4
....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
....	....	....	....	....	....	4	....	....	....	....	....	....	....	7	....	....	11
....	....	....	....	....	....	....	....	....	....	3	....	....	....	....	....	....	3
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	....	3
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10	....	10
....	....	....	....	....	....	....	....	....	....	6	....	....	....	....	....	3	9
....	....	....	....	....	....	....	....	....	8	....	....	....	....	....	....	....	8
....	....	....	....	....	5	....	....	....	....	....	11	....	....	....	....	....	16
....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	2
5	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5
3	....	17	....	....	6	....	....	....	....	....	6	....	....	....	....	....	32
....	....	....	....	....	....	3	....	....	....	....	14	....	....	....	....	....	17
....	....	....	....	....	....	....	....	....	3	....	....	....	....	....	....	....	3
....	....	....	....	5	....	....	....	....	....	....	....	....	....	....	....	....	5
....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	....	....	3
....	....	....	....	....	....	6	....	....	....	1	....	....	....	....	....	....	7
....	....	....	....	....	....	....	....	....	....	11	12	....	....	....	....	....	23
....	....	....	....	....	....	....	....	....	....	....	3	....	....	....	....	....	3
....	....	....	....	....	....	....	....	....	....	2	4	....	....	....	....	....	6
....	....	....	....	....	....	....	6	4	....	....	5	....	....	....	14	....	29
....	....	....	4	....	....	....	....	4	....	....	....	....	....	....	....	....	8
....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	1	....	3
....	....	....	....	24	....	....	....	....	....	....	....	....	....	....	....	....	24
....	5	....	....	20	....	....	....	....	....	10	....	....	....	5	....	....	40
....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	3
....	....	....	....	4	....	....	....	....	....	....	....	....	....	....	....	....	4
7	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	9
....	18	....	....	....	....	....	....	....	....	....	5	....	....	....	....	....	23
....	....	....	....	....	....	....	....	....	4	....	....	....	2	....	....	....	6
....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3
....	....	....	....	....	....	....	9	....	....	....	4	....	....	....	....	....	13
....	....	....	....	....	....	....	....	....	....	5	....	....	....	....	....	....	5
....	....	....	....	....	....	....	....	....	....	4	....	....	....	....	....	....	4
7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7
....	....	....	....	....	....	....	....	....	....	11	....	....	12	....	....	....	23
....	....	....	....	....	....	....	....	3	....	3	....	....	....	....	....	....	6
....	....	....	....	....	....	....	....	....	....	9	....	....	....	....	....	....	9
....	....	....	....	....	....	....	....	....	....	3	....	....	2	....	....	....	5
....	7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7
....	14	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	14
....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2
....	....	....	....	....	....	....	....	....	....	....	....	....	....	5	....	....	5
....	....	....	9	....	....	....	....	....	....	....	....	....	....	....	....	....	9
....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	8	....	11
....	....	....	....	....	....	5	....	....	....	....	....	....	....	....	....	....	5
45	63	53	56	123	15	25	19	52	23	163	143	5	30	20	58	3	896

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over,	1,144	144	104	896	75	30	28	64	18	84
Simsbury,	19	....	....	19	....	....	....	....	....	....
Southbury,	14	1	6	7	....	....	....	1	....	....
Southington,	20	....	....	20	....	....	....	3	1	2
South Windsor,	10	....	....	10	....	....	....	....	....	....
Sprague,	4	....	....	4	....	....	1	....	....	....
Stafford,	8	....	....	8	....	....	....	....	....	2
Stamford,	16	4	....	12	5	2	....	2	....	....
Sterling,	5	....	....	5	....	....	....	....	....	....
Stonington,	15	2	1	12	6	5	4	1	....	2
Stratford,	9	1	1	7	1	....	2	2	....	....
Suffield,	7	....	2	5	....	....	....	....	....	....
Tolland,	1	....	....	1	....	....	....	....	....	....
Torrington,	10	....	....	10	....	....	....	....	....	2
Thomaston,	4	....	..	4	1	....	....	....	....	1
Thompson,	26	2	3	21	....	....	....	1	1	3
Trumbull,	7	....	....	7	....	....	....	....	....	1
Vernon,	15	....	3	12	....	....	....	....	....	....
Wallingford,	24	1	3	20	2	....	2	....	....	....
Washington,	14	....	....	14	....	....	....	2	....	1
Waterbury,	15	....	3	12	3	....	1	....	....	6
Waterford,	6	2	....	4	....	....	1	....	....	....
Watertown,	1	....	....	1	....	....	....	....	....	....
Westbrook,	5	....	....	5	....	....	....	....	....	....
West Hartford,	4	....	2	2	....	....	....	....	....	1
Westport,	9	5	2	2	....	....	....	....	....	....
Wethersfield,	7	....	....	7	1	....	....	....	....	....
Windsor,	13	....	1	12	....	2	2	....	....	....
Windsor Locks,	4	....	....	4	....	2	....	....	....	....
Windham,	20	1	2	17	2	3	....	....	1	4
Wilton,	16	1	....	15	....	....	....	....	....	1
Willington,	5	....	....	5	....	....	....	1	....	....
Winchester,	17	1	3	13	....	....	2	....	....	....
Totals,	1,494	165	136	1,193	96	44	43	77	21	110

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & C. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. Y. & N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Wor. R. R.	S. L. & N. R. R.	Shore Line R. R.	South Manchester R. R.	Total.
45	63	53	56	123	15	25	19	52	23	163	143	5	30	20	58	3	896
....	....	....	9	....	....	....	....	10	....	....	....	....	....	....	....	....	19
....	....	....	....	....	....	....	....	....	....	4	....	....	....	3	....	....	7
....	....	....	....	....	....	....	....	20	....	....	....	....	....	....	....	....	20
....	....	....	....	....	....	....	....	....	....	10	....	....	....	....	....	....	10
....	....	....	....	....	....	....	....	....	....	4	....	....	....	....	....	....	4
....	....	....	....	....	....	....	....	....	8	....	....	....	....	....	....	....	8
....	....	....	....	....	....	....	....	....	....	....	12	....	....	....	....	....	12
....	....	....	....	....	....	....	....	....	....	5	....	....	....	....	....	....	5
....	....	....	....	....	....	....	....	....	....	....	....	12	....	....	....	....	12
....	....	....	....	....	....	....	....	....	....	....	7	....	....	....	....	....	7
....	....	....	....	....	....	....	....	....	....	....	5	....	....	....	....	....	5
....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1
....	....	....	....	....	....	10	....	....	....	....	....	....	....	....	....	....	10
....	....	....	....	....	....	4	....	....	....	....	....	....	....	....	....	....	4
....	....	....	....	....	....	....	....	....	....	13	....	....	8	....	....	....	21
....	....	....	....	7	....	....	....	....	....	....	....	....	....	....	....	....	7
....	....	....	....	....	....	....	....	....	....	12	....	....	....	....	....	....	12
7	....	....	....	....	....	....	....	....	....	....	13	....	....	....	....	....	20
....	....	....	....	....	....	....	....	....	....	....	....	....	....	14	....	....	14
....	....	....	....	....	....	4	....	....	....	8	....	....	....	....	....	....	12
....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	3	....	4
....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5	....	5
....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	2
....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	2
....	....	7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7
....	....	....	....	....	....	....	....	....	....	....	12	....	....	....	....	....	12
....	....	....	....	....	....	....	....	....	....	....	4	....	....	....	....	....	4
....	....	....	....	....	....	....	....	....	6	11	....	....	....	....	....	....	17
....	15	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	15
....	....	....	....	....	....	....	....	....	5	....	....	....	....	....	....	....	5
....	....	....	9	....	....	4	....	....	....	....	....	....	....	....	....	....	13
52	78	60	74	130	15	48	19	82	44	231	199	17	38	37	66	3	1193

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. Y. & N. E. R. R. includes the Rockville and the Connecticut Central railroads.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester Branch.

The above tables are based upon reports made in 1888.

APPENDIX "A".

PROCEEDINGS UPON PETITION TO SUPERIOR COURT TO ISSUE A WRIT OF MANDAMUS REQUIRING THE NEW YORK & NEW ENGLAND RAILROAD COMPANY TO TAKE UP AND REMOVE ITS SURFACE TRACKS BETWEEN ASYLUM AND CHURCH STREETS, IN THE CITY OF HARTFORD:

GEORGE M. WOODRUFF ET AL.,

COMMISSIONERS,

VS.

NEW YORK & NEW ENGLAND RAILROAD COMPANY.

SUPERIOR COURT, OCTOBER TERM, 1889.

To the Honorable Superior Court, now in session at Hartford, in and for the County of Hartford, come George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, William O. Seymour, and Nathaniel Wheeler, as they are a Board of Commissioners, constituted and appointed pursuant to and by virtue of a resolution of the General Assembly of the State of Connecticut, approved April 4, 1884, entitled "Providing for Bridge at Railroad Crossing, Asylum Street, Hartford," and all resolutions in addition thereto and amendment thereof, and being all the present members of said Board, and vested with the power and authority conferred upon them as such Board of Commissioners under said resolutions, which resolutions are particularly referred to and made part of this application, and show to said Court:

1. The New York & New England Railroad Company, a corporation under the laws of said State, having an office and place of business at said Hartford, at the time of the passage of said resolution, approved April 4, 1884, and for many years previous thereto, had certain of its surface tracks laid and maintained within the limits prescribed by Section 4 of a resolution, "Amending resolution for Bridge at Railroad Crossing, Asylum Street, Hartford," approved March 26, 1885, and from said first-named date continuously to the present time has maintained and

now does maintain said surface tracks within said limits, to wit: within one-half a mile each side of said Asylum Street and within three hundred feet of the center line of the present tracks of the New York, New Haven & Hartford Railroad Company, and of the New York & New England Railroad Company.

2. By the provisions of said resolutions said Commissioners are empowered, in the fulfillment of their duty under said acts, to require any or all surface tracks within said limits to be taken up and removed.

3. In pursuance of the authority conferred and the duties imposed upon them by said resolutions, and to properly carry out the purposes of said several resolutions, said Board, on the 20th day of December, 1888, at a meeting specially warned and held for that purpose and for other purposes, of which meeting and its purposes said New York & New England Railroad Company had due notice, and at which they appeared and were fully heard, passed an order directing the New York & New England Railroad Company and the New York, New Haven & Hartford Railroad Company to take up and remove certain surface tracks lying within said prescribed limits, which said order is in the language following, to wit:

> "We do accordingly order and direct that said New York & New England Railroad Company, and the New York, New Haven & Hartford Railroad Company, severally take up and remove their surface tracks between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north side of Church Street, so called, within thirty days after the new depot at said Asylum Street shall be occupied and used by said companies respectively."

Of the passage of said order due and proper notice was given to said New York & New England Railroad Company.

4. It now is and has ever been the duty of said New York & New England Railroad Company to obey said order and to remove its surface tracks as directed therein by force of the provisions of said resolutions.

5. Though the time limited by said order has long since expired, the said New York & New England Railroad Company wrongfully and unlawfully neglects to remove said tracks and refuses to comply with said order or in any manner to obey the same, excepting that it has removed its said tracks between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment on the north side of said Asylum Street, but continues wrongfully and unlawfully to maintain all its said surface tracks within the limits covered by said order, excepting as aforesaid.

Your applicants, said Board of Commissioners, therefore, in compliance with the provisions of said resolutions, move this Honorable Court to issue a writ of mandamus requiring said New York & New England Railroad Company to take up and remove all its said surface tracks remaining and being between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north line of Church Street, so called, in manner and form as said order directs, and to obey and conform in all respects to said order, or to signify cause to the contrary thereof to this Court to be holden at Hartford within and for the County of Hartford on the first Tuesday of October, 1889.

Dated at Hartford this 11th day of September, 1889.

GEORGE M. WOODRUFF,
MORGAN G. BULKELEY,
WILLIAM H. HAYWARD,
WILLIAM O. SEYMOUR,
NATHANIEL WHEELER,
Commissioners.

Appointed by the General Assembly by resolution approved April 4, 1884, and its Amendments.

By HENRY C. ROBINSON,
Their Attorney.

GEO. M. WOODRUFF *et al.*, COMMISSIONERS,
vs.
NEW YORK & NEW ENGLAND RAILROAD CO.

SUPERIOR COURT,
HARTFORD COUNTY,
September 11, 1889.

To the New York & New England Railroad Company, a corporation incorporated by the State of Connecticut, having an office and place of business at Hartford — GREETING :

1. Whereas, George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, Wm. O. Seymour, and Nathaniel Wheeler are a Board of Commissioners constituted and appointed pursuant to and by virtue of a resolution of the General Assembly of the State of Connecticut, approved April 4, 1884, entitled "Providing for Bridge at Railroad Crossing, Asylum Street, Hartford," and all resolutions in addition thereto and amendment thereof, and are all the present members of said Board, and vested with the power and authority conferred upon them as such Board of Commissioners under said resolutions;

2. And whereas, the New York & New England Railroad Company, a corporation under the laws of said State, having an office and place of business at said Hartford at the time of the passage of said resolution approved April 4, 1884, and for many years previous thereto,

had certain of its surface tracks laid and maintained within the limits prescribed by Section 4 of a resolution "Amending Resolution for Bridge at Railroad Crossing, Asylum Street, Hartford," approved March 26, 1885, and from said first-named date continuously to the present time has maintained and now does maintain said surface tracks within said limits, to wit: within one-half a mile each side of said Asylum Street and within three hundred feet of the center line of the present tracks of the New York, New Haven & Hartford Railroad Company, and of the New York & New England Railroad Company;

3. And whereas, by the provisions of said resolutions said Commissioners are empowered, in the fulfillment of their duty under said acts, to require any or all surface tracks within said limits to be taken up and removed;

4. And whereas, in pursuance of the authority conferred and the duties imposed upon them by said resolutions, and to properly carry out the purpose of said resolutions, said Board on the 20th day of December, 1888, at a meeting specially warned and held for that purpose and for other purposes, of which meeting and its purposes said New York & New England Railroad Company had due notice, and at which they appeared and were fully heard, passed an order directing the New York & New England Railroad Company and the New York, New Haven & Hartford Railroad Company to take up and remove certain surface tracks lying within said prescribed limits, which said order is in the language following, to wit:

> "We do accordingly order and direct that said New York & New England Railroad Company and the New York, New Haven & Hartford Railroad Company severally take up and remove their surface tracks between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north line of Church Street, so called, within thirty days after the new depot at said Asylum Street shall be occupied and used by said companies respectively."

Of the passage of said order due and proper notice was given to said New York & New England Railroad Company.

5. And whereas, it now is and has ever been the duty of said New York & New England Railroad Company to obey said order and to remove said surface tracks as directed therein by force of the provisions of said resolutions;

6. And whereas, though the time limited by said order has long since expired, said New York & New England Railroad Company wrongfully and unlawfully neglects to remove said tracks and refuses

to comply with said order or in any manner to obey the same, excepting that it has removed its said tracks between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment on the north side of said Asylum Street, but continues wrongfully and unlawfully to maintain all its said surface tracks within the limits covered by said order, excepting as aforesaid, as by the application, on file, of said Board of Commissioners it is understood;

Therefore, that due and speedy justice may be done in this behalf, it is hereby required and enjoined of you, the said New York & New England Railroad Company, that you do forthwith take up and remove all your said surface tracks remaining and being between the line of the face of the abutment on the south side of Asylum Street, and the line of the face of the abutment as now located and established on the north line of Church Street, so called, in the manner and form as said order directs, and that you obey and conform in all respects to said order; or signify cause to the contrary thereof to this Court to be holden at Hartford within and for the County of Hartford on the first Tuesday of October, 1889.

By order of Court,

FRANCIS CHAMBERS,
Assistant Clerk.

To the Sheriff of the County of Hartford, his Deputy, and to the Sheriff of the County of New Haven, and his Deputy, or either Constable of the town of Hartford within said Hartford County — GREETING:

By authority of the State of Connecticut you are hereby commanded forthwith to give notice of the foregoing motion and writ to the New York & New England Railroad Company by leaving with said New York & New England Railroad Company, or with any director of said Company resident in the State, a true and attested copy of the said motion and writ, and of this order of notice.

Dated at Hartford, Sept. 11, 1889.

By order of Court,

FRANCIS CHAMRERS,
Assistant Clerk.

HARTFORD COUNTY, ss.:

NEW BRITAIN, CONN., Sept. 11, 1889.

Then and there I made service of this writ and motion and order by leaving a true and attested copy of the same with and in the hands of George M. Landers of said New Britain, he being a resident director of the within-named New York & New England Railroad Company.

Attest, A. W. SPAULDING,
Sheriff.

Fees: —	Copy,	$2.50
	Endorsement,	.24
	Service,	.12
	Travel,	2.00
		$4.86

In the Superior Court holden in and for the County of Hartford, in the State of Connecticut, the first Tuesday of October, 1889.

George M. Woodruff,
Morgan G. Bulkeley,
William H. Hayward,
William O. Seymour,
and
Nathaniel Wheeler,
vs.
The New York & New England Railroad Company.

To the Honorable Superior Court to be holden at Hartford, in and for the County of Hartford, in the State of Connecticut:

Your petitioner, the New York & New England Railroad Company, respectfully represents that the above suit now pending in this court was begun against it on the 11th day of September, 1889, by due service upon it of an alternative writ of mandamus issued on said day by this Honorable Superior Court in and for said county of Hartford, upon an application purporting to be made by George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, William O. Seymour, and Nathaniel Wheeler as a Board of Commissioners, assuming to act as such under and by virtue of a resolution of the General Assembly of the State of Connecticut, approved April 4, 1884, entitled "Providing for Bridge at Railroad Crossing, Asylum Street, Hartford," and the resolutions of the General Assembly in addition thereto and amendment thereof, a copy of all of which is hereto annexed, marked "A."

That said suit is brought solely to enforce by mandamus an order of said commissioners to your petitioner, claimed by them to be issued in pursuance of said resolutions, and to compel your petitioner to obey said order (a copy of which is hereto annexed, marked "B"), as being an order lawfully made and binding upon your petitioner, and in fulfillment thereof to take up and remove all of its surface tracks remaining and being between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north line of Church Street so-called, in the city of Hartford. That at the end of the time limited by said order for the ful-

fillment thereof by your petitioner, which time expired August 1, 1889, it did not have, nor has it at any time since had, any such surface tracks across or upon said Asylum Street, or any such surface tracks anywhere existing within said limits as could in any wise affect the safety or convenience of travel on any railroad or on Asylum Street, the separation of the grades of the railroads and Asylum Street, or the operation of any railroad across Asylum Street.

That your petitioner has such surface tracks within said limits which are all laid upon land of your petitioner, are a part of the railroad owned and operated by it, are necessary for the enjoyment by your petitioner of said land, and that said tracks cannot be taken up or removed as commanded by said order without doing damage to your petitioner in the sum of two hundred thousand dollars.

That said resolutions do not permit the tribunal established thereby to apportion the cost of the work therein provided for according to the law of the land or any rules or principles of distributive justice, but limit the said commissioners by arbitrary rules of apportionment.

That said resolutions establish a special tribunal for the trial and decision of a particular controversy between certain parties, not in accordance with the general laws of the land, and deny to your petitioner the equal protection of Sections 3518, 3489, 3491, 3493, and 3495 of the General Statutes of Connecticut.

That said order takes the property of your petitioner by an arbitrary decree and not in accordance with the law of the land.

That the said suit is a suit of a civil nature at law arising under the Constitution of the United States, in that a complete defence made by your petitioner to said suit is that the said resolutions and all proceedings of the commissioners thereunder, and especially said order, deprive your petitioner of property without due process of law, and also deny to your petitioner the equal protection of the laws, contrary to the Fourteenth Amendment to the Constitution of the United States.

That the matter in dispute exceeds, exclusive of interest and costs, the value of two thousand dollars.

That the time at which your petitioner is required by the terms of said alternative writ and the laws of this State to make answer or plead has not yet passed by.

Your petitioner desires to remove the said suit into the Circuit Court of the United States for the District of Connecticut in pursuance of the acts of Congress in that behalf, and herewith offers its bond, executed by James L. Howard of Hartford, Connecticut, as surety in the penal sum of one thousand dollars, conditioned as by said acts of Congress required.

Your petitioner therefore prays that the said bond may be accepted

as good and sufficient according to the said acts of Congress, and that the said suit may be removed into the next Circuit Court of the United States in and for the District of Connecticut, pursuant to the acts of Congress in such case made and provided, and that no further proceedings may be had therein in this court.

Dated at Hartford, Conn., this 1st day of October, 1889.

THE NEW YORK & NEW ENGLAND R. R. Co.
By EDWARD D. ROBBINS,
its Attorney.

"A."

(House Joint Resolution No. 63.)

(185.)

PROVIDING FOR BRIDGE AT RAILROAD CROSSING AT ASYLUM STREET, HARTFORD.

Resolved by this Assembly: SECTION 1. The city of Hartford, the New York, New Haven & Hartford Railroad Company, and the New York & New England Railroad Company, shall construct a bridge, or other suitable structure, with proper approaches, so as to carry Asylum street in said city of Hartford over the tracks of said railroads, at or near their present intersection with said street.

SEC. 2. If said city and said railroads shall, within three months from the passage of this act, mutually agree upon the manner in which said improvement shall be made and paid for by the respective parties, and submit such agreement to the railroad commissioners, said agreement, if approved by said railroad commissioners, may be enforced by either party thereto against any other party in any court of competent jurisdiction. For the purpose of making said agreement the mayor and court of common council of said city are hereby empowered to act for said city and bind the same.

SEC. 3. Said railroad companies and said city may jointly or severally take any lands which they shall deem necessary to properly carry out said improvement, in the same manner as is now provided by statute for taking land for railroad purposes.

SEC. 4. If said city and said railroad companies shall not, within said period of three months, agree as aforesaid, and submit their said agreement in writing to the railroad commissioners, and obtain their approval thereto, then the railroad commissioners, Morgan G. Bulkeley and Henry C. Robinson, both of said city of Hartford, who are hereby constituted and appointed a board of commissioners for the State for said purpose, are empowered and instructed to decide what changes shall be made in the manner in which and the place where in the present line

of said Asylum street the tracks of said railroad cross said street in order to abolish the present grade crossing and insure the safety of the public thereat, and to determine by whom and within what time said changes shall be made. Said commissioners are hereby authorized to order and direct such a change in the grade of said street in its present line and direction as they shall judge necessary and proper to the end aforesaid, and to order said railroad companies, or either of them, or the receiver or other person or persons operating either of said railroads, to lay out, construct, and maintain a new line or lines of railroad for a distance not exceeding one-half a mile each side of said street, and within three hundred feet of the center line of the present tracks of said railroads, and may require any or all of the present tracks within said limits to be taken up and removed. Said commissioners are hereby authorized and empowered to order and direct a new highway to be laid out across said railroads and for such distance on either side thereof as they may direct, in place of or in addition to said Asylum street. Said commissioners are empowered to make any and all orders relating to said improvement and to all matters and things appertaining thereto which they may deem necessary and proper, in the same manner and to the same extent as this general assembly might do and direct; and they may direct by whom, when, and how the work shall be performed, and who shall pay for the same, and what proportion of the entire expense, including land damages, each party shall pay and bear, and they may, in the event of any disagreement between the parties, determine the cost of the whole or any portion of the work, and make any and all orders as to the manner and amounts of payments which they may judge reasonable; provided, however, that in no event shall said city of Hartford be required to pay any portion of the cost of any changes in the present depot or of the construction of any new depot, and not exceeding one-half of all the other expenses, including land damages, incurred under this resolution.

Sec. 5. The orders of said commissioners shall be obligatory upon all parties, and they shall be sufficient authority for the auditor of said city to draw his order upon the treasurer of said city for the payment of any sum required to be paid by said city thereby. Said commissioners are authorized to apply to any court of competent jurisdiction, whether of this State or of the United States, for aid in any matter appertaining to said work, and to procure the enforcement and execution of their orders; and the courts of this State and the judges thereof are hereby fully empowered, upon proper proceedings, brought by or at the instance of said commissioners, or any interested party, to enforce by mandamus, or otherwise, the orders of said commissioners made under authority of this resolution.

SEC. 6. In case the party by whom the changes are to be made or work done cannot agree with the owner of any land or other property required to be removed or taken under the orders of said commissioners, the same, including property already appropriated or used for railroad purposes, may be removed or taken, and the damages assessed in the same manner as is now provided in case of land taken by railroad companies for railroad purposes.

SEC. 7. In the event that said Morgan G. Bulkeley shall refuse or neglect to act, the court of common council of said city of Hartford may appoint some person to act in his stead; and in the event that said Henry C. Robinson shall refuse or neglect to act, said railroad companies may select some person to act in his stead; but a majority of said commissioners shall constitute a quorum, and any orders made by a majority of them shall be orders of said board of commissioners, and binding as such; nor shall the failure of either said Bulkeley, said Robinson, or their substitutes, to act, in any way affect proceedings under this resolution.

Approved, April 4, 1884.

(Substitute for Senate Joint Resolution No. 18.)

(20.)

AMENDING A RESOLUTION PROVIDING FOR BRIDGE AT RAILROAD CROSSING AT ASYLUM STREET, HARTFORD.

Resolved by this Assembly: That section six of the resolution providing for a bridge at railroad crossing at Asylum Street, Hartford, passed by the general assembly at its January session, 1884 (special laws, volume ix, page 1026), be amended to read as follows:

In case the party by whom the changes are to be made, or work done, cannot agree with the owner of any land or other property required to be removed or taken under the orders of said commissioners, the same, including property already appropriated or used for railroad purposes, may be removed or taken, and the damage assessed in the same manner as is now provided in case of land taken by railroad companies for railroad purposes. The owner of any property sustaining damages by the change of grade of any street or highway pursuant to the orders of said commissioners shall be paid the amount of such damage, which, in the event of a disagreement between the parties in interest, shall be ascertained and appraised in the same manner as the damages for land or other property removed or taken as aforesaid.

Approved, March 3, 1885.

(Senate Joint Resolution No. 66.)

(95.)

AMENDING RESOLUTION PROVIDING FOR BRIDGE AT RAILROAD CROSSING, ASYLUM STREET, HARTFORD.

Resolved by this Assembly: That a resolution of the general assembly, approved April fourth, 1884, providing for a bridge at railroad crossing at Asylum Street, Hartford, be amended by inserting section one, in the fifth line, after the word "railroads" the words "or for the carrying of the said tracks and structure therefor over said Asylum Street," and in section four, in the thirteenth line, by adding after the word "order" the words "the carrying of said tracks and structure therefor over said Asylum Street," so that said sections as amended shall read as follows:

SECTION 1. The city of Hartford, the New York, New Haven & Hartford Railroad Company, and the New York & New England Railroad Company, shall construct a bridge, or other suitable structure, with proper approaches, so as to carry Asylum Street in said city of Hartford, over the tracks of said railroads, or for the carrying of the said tracks and structure therefor over said Asylum Street, at or near their present intersection with said street.

SEC. 4. If said city and said railroad companies shall not, within said period of three months, agree as aforesaid, and submit their said agreement in writing, to the railroad commissioners and obtain their approval thereto, then the railroad commissioners, Morgan G. Bulkeley and Henry C. Robinson, both of said city of Hartford, who are hereby constituted and appointed a board of commissioners for the State for said purpose, are empowered and instructed to decide what changes shall be made in the manner in which and the place where in the present line of said Asylum Street, the tracks of said railroads cross said street, in order to abolish the present grade crossing and insure the safety of the public thereat, and to determine by whom and within what time said changes shall be made. Said commissioners are hereby authorized to order the carrying of said tracks and structure therefor over said Asylum Street, and direct such a change in the grade of said street in its present line and direction as they shall judge necessary and proper to the end aforesaid, and to order said railroad companies, or either of them, or the receiver or other person or persons operating either of said railroads, to lay out, construct, and maintain a new line or lines of railroad for a distance not exceeding one-half a mile on each side of said street, and within three hundred feet of the center line of the present tracks of said railroads, and may require any or all of the present tracks within said limits to be taken up and removed. Said commissioners are hereby authorized and empowered to order and direct a new highway to be laid out across said railroads, and for such

distance on either side thereof as they may direct in place of or in addition to said Asylum Street. Said commissioners are empowered to make any and all orders relating to said improvement, and to all matters and things appertaining thereto which they may deem necessary and proper, in the same manner and to the same extent as this general assembly might do and direct, and they may direct by whom, when, and how the work shall be performed, and who shall pay for the same, and what proportion of the entire expense, including land damages, each party shall pay and bear, and they may, in the event of any disagreement between the parties, determine the cost of the whole or any portion of the work, and make any and all orders as to the manner and amounts of payments which they may judge reasonable; provided, however, that in no event shall said city of Hartford be required to pay any portion of the cost of any changes in the present depot or of the construction of any new depot, and not exceeding one-half of all the other expenses, including land damages, incurred under this resolution.

Approved, March 26, 1885.

(House Joint Resolution No. 56.)

(19.)

CONFERRING ADDITIONAL POWER UPON THE BOARD OF COMMISSIONERS UPON RAILROAD CROSSING AT ASYLUM STREET, HARTFORD.

Upon the report of the board of commissioners raised by the provisions of a resolution providing for a bridge at railroad crossing at Asylum Street, Hartford, passed at January session, A. D. 1884, it appearing that said board has, in compliance with the terms of said resolution, approved and adopted a plan for said improvement, that it is necessary in the prosecution of said plan to acquire for the purposes of the improvement various pieces of property now owned by sundry parties, that a portion of said property will, in all probability, have to be condemned and taken by process of law, and that such property can be most expeditiously, conveniently, and economically condemned and taken under proceedings instituted by said board in its own name, be it

Resolved by this Assembly: SECTION 1. That said board of commissioners is hereby, in addition to the powers already conferred upon it, authorized and empowered to institute and prosecute in its own name, but for the use and benefit of the several parties to said improvement, as the case may be, proceedings for the taking of and appraisal of damages for any land or other property, including any already appropriated for railroad or highway purposes, which in its judgment may be necessary or proper to be taken for the purposes of the improvement which has been or may be ordered by said board under authority of said resolution. The proceedings for appraising damages to persons whose property is con-

demned shall be in the same manner and form as those prescribed by law for appraising damages for taking land for railroad purposes, excepting as modified by this resolution. The approval of any plan or the adoption of any vote or order which contemplates, necessitates, or directs the use of any property not already owned or appropriated by the party, in the judgment of the board, needing the same for the purposes of the improvement, shall be a sufficient condemnation of such property to the purposes and uses of the several parties needing the same, and sufficient evidence that the same is taken for the purposes of public convenience and necessity, and shall fully justify the appointment of appraisers to estimate damages and their appraisal as aforesaid. All property taken under said proceedings shall be deemed to be taken by the party for whose benefit the proceedings are had, and upon their completion and the payment of the damages appraised, the right, title, and interest so taken shall, by virtue of said proceedings, vest immediately and directly in the party for whose benefit and uses said condemnation is made as aforesaid, in the same manner and to the same extent as though said proceedings had been lawfully begun and prosecuted by and in the name of such party.

Sec. 2. The appraisal of damages made upon any proceeding as aforesaid, shall, when it has been made, returned, and recorded, have the effect of a judgment, and execution may issue at the end of sixty days from the time when such return is made in favor of the party to whom damages may be appraised and against the party for whose use and benefit the property appraised is appropriated.

Sec. 3. When any payments have been made or are to be made for property taken as aforesaid, said board of commissioners may make any order which it may deem proper, directing any party to said improvement to contribute to any other party such sum or sums as it may fix and determine to apply towards said payment.

Sec. 4. Said board may incur any expenses which it shall judge proper to the performance of its duties under said resolution, and to the wise and economical construction of said improvement, and any expense so incurred shall be borne and paid by the parties to said improvement in such proportion as said board may order.

Sec. 5. The decision or action of said board had by a majority thereof, shall, in all matters appertaining to its duties under said resolution and the amendments thereto be regarded as the decision and action of said board, and as such shall have full force and authority.

Sec. 6. This resolution shall not be construed as modifying or limiting the powers of said board in any respect as they have heretofore existed, save as expressly provided herein.

Approved, February 19, 1886.

"B."

STATE OF CONNECTICUT,

OFFICE OF THE ASYLUM STREET BRIDGE COMMISSIONERS,

HARTFORD, December 20, 1888.

In the matter of the abolition of the grade crossing at Asylum Street, Hartford —

The bridges and the approaches thereto for the purpose of carrying the tracks of the New York, New Haven & Hartford railroad and the New York & New England railroad over Asylum Street in the city of Hartford, having been nearly completed in general accordance with the plans and orders heretofore adopted by this board, a meeting was held on the 13th inst. pursuant to the following notice:

HARTFORD, December 5, 1888.

"DEAR SIR,— A meeting of the Asylum Street Bridge Commission will be held in the office of the Railroad Commissioners, Hartford, on Thursday, December 13, 1888, at 9.30 A. M., for the purpose of considering the subject of requiring the removal of the railroad tracks, in accordance with the resolution of the General Assembly, approved April 4, 1884, providing for a 'bridge at the railroad crossing at Asylum Street, Hartford,' and all amendments thereto — especially in regard to the removal of the surface tracks of the New York & New England Railroad Company, between the north line of Church Street, and the south line of Asylum Street.

"A proposition will also be presented at said meeting for a footbridge from the elevated tracks westward, passing over Spruce Street.

"Yours very respectfully,

"GEORGE T. UTLEY,

"*Clerk of Commission.*"

At which meeting said city appeared by its counsel and committees, and said New York & New England Railroad Company also appeared by its vice-president and its counsel, and said company filed exceptions to proceedings of this Board, as hereunto annexed, marked Exhibit "A". Which exceptions were overuled by us.

Whereupon said company filed its motion to dismiss proceedings under said call as hereto annexed, marked Exhibit "B". And said parties were fully heard upon said motion. And now, after consideration, this Board declines to dismiss said proceedings, but finds that the completion of said improvement, as heretofore ordered, the carrying out of the design and instructions of the legislative acts creating and regu-

lating this Board ; and public convenience and necessity all require, and this Board deems it necessary and proper to order and direct, and we do accordingly order and direct, that said New York & New England Railroad Company, and the New York, New Haven & Hartford Railroad Company, severally take up and remove their surface tracks between the line of the face of the abutment on the south side of Asylum Street, and the line of the face of the abutment as now located and established on the north line of Church Street, so called, within thirty days after the new depot at said Asylum Street shall be occupied and used by said companies respectively.

GEORGE M. WOODRUFF,
W. H. HAYWARD,
WILLIAM O. SEYMOUR,
M. G. BULKELEY,
N. WHEELER,
} *Asylum Street Bridge Commissioners.*

EXHIBIT "A."

In the matter of the proceedings under a certain resolution of the General Assembly, approved April 4, 1884, entitled "providing for bridge at railroad crossing at Asylum Street, Hartford," and the amendments thereto.

Before Messrs. George M. Woodruff, William H. Hayward, William O. Seymour, Morgan G. Bulkeley, and Nathaniel Wheeler, acting as commissioners under said legislative acts.

Exceptions to proceedings, filed December 13, 1888, by the New York & New England Railroad Company.

The New York & New England Railroad Company hereby excepts to all proceedings affecting its interests heretofore had by said commissioners or under said legislative acts, and to any further proceedings by them thereunder, for the following reasons :

1. Such acts and proceedings are all in violation of the Constitution of the United States, and void.

2. Such acts and proceedings are all in violation of the Constitution of this State, and void.

3. Hon. Morgan G. Bulkeley, one of said commissioners, is and has ever since his appointment been Mayor of the city of Hartford, and a citizen and taxpayer therein, and as such is interested in the result of said proceedings, and is therefore acting as a judge in his own cause, which is contrary to the fundamental principles of the social compact.

4. Hon. Nathaniel Wheeler, one of said commissioners, is and has ever since his appointment been a director of and stockholder in the New York, New Haven & Hartford Railroad Company, and, as such, is inter-

ested in the result of said proceedings, and is therefore acting as a judge in his own cause, which is contrary to the fundamental principles of the social compact.

5. Said legislative acts, on their face, deprived this remonstrant of any opportunity or reasonable time to agree with said city and other railroad company, under Section 4, as amended by the act of March 26, 1885, before any proceedings before said commissioners, though purporting in terms to give such time and opportunity, whereby said act of 1885 was repugnant to the prior act, unmeaning and void.

6. Said acts and proceedings deprive this remonstrant of its rights to trial by jury under the Constitution of Connecticut.

7. Said acts are void because they grant to a set of five men exclusive privileges from the community, contrary to said Constitution.

8. Said acts and proceedings are void, because they deprive this remonstrant of property otherwise than by due course of law, contrary to said Constitution.

9. Said acts are void because they delegate judicial powers otherwise than to courts duly established, with permanent jurisdiction defined by law, contrary to the Constitution of Connecticut.

10. Said acts and proceedings are contrary to the Constitution of the United States, because they deprive this remonstrant of property without due process of law, and deny to it the equal protection of the laws, and among others of the General Statutes, Sections 3518, 3489, 3491, 3493, and 3495.

11. Said acts and proceedings are void, because contrary to natural right and the Constitution of Connecticut, in that they establish a special tribunal for the trial and decision of a particular controversy between certain individuals, not in accordance with the general laws of the land.

12. Because said commission exhausted its powers by the adoption of the plan named in Order No. 1, Plan "A," and its subsequent proceedings rescinding said plan, and substituting another as per vote of March 11, 1887, are void.

Wherefore this remonstrant moves that all said proceedings under said acts be now stayed and dismissed.

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,
By SIMEON E. BALDWIN,
Its Attorney.

EXHIBIT "B."

In the matter of the proceedings under a certain resolution of the General Assembly, approved April 4, 1884, entitled "providing for bridge at railroad crossing at Asylum Street, Hartford," and the amendments thereto.

Before Messrs. George M. Woodruff, William H. Hayward, William O. Seymour, Morgan G. Bulkeley, and Nathaniel Wheeler, acting as commissioners under said legislative acts.

Motion of the New York & New England Railroad Company to dismiss proceedings as to removal of its tracks laid across land claimed by the city of Hartford, to be a highway known as Church Street.

The New York & New England Railroad Company moves that all proceedings as to the removal of its tracks laid across lands claimed by the city of Hartford to be a highway known as Church Street be dismissed for the reasons specified in its general exceptions, heretofore filed, to all the proceedings of said commissioners; and also because said acts do not purport to confer on said commissioners authority to order such removal.

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,
By SIMEON E. BALDWIN,
Its Attorney.

Know all men by these presents, that we, the New York & New England Railroad Company as principal, and James L. Howard of Hartford, Connecticut, as surety, are hereby held and firmly bound unto George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, William O. Seymour, and Nathaniel Wheeler, commissioners appointed by the General Assembly, by resolution approved April 4, 1884, and its amendments, in the penal sum of one thousand dollars, for the payment of which well and truly to be made we bind ourselves jointly and severally by these presents.

The condition of this obligation is such that if said The New York & New England Railroad Company, defendant in a suit now pending in the Superior Court, in and for the county of Hartford, in the State of Connecticut, in which the obligees are plaintiffs, shall enter in the Circuit Court of the United States, in and for the District of Connecticut, on the first day of its next session a copy of the record in such suit, and shall pay all costs that may be awarded by the said Circuit Court, if said court shall hold that such suit was wrongfully or improperly removed thereto, and also for their appearing and entering special bail in such suit if special bail was originally requested therein, and shall enter the appearance of said The New York & New England Railroad Company in said court, and shall do such other appropriate acts as by the Acts of Congress are required to be done upon the removal of such suit from said State Court into the said United States Court, then this obligation to be void, but otherwise of force.

In witness whereof the said obligors have hereunto set their hands and seals this 1st day of October, A. D. 1889.

THE NEW YORK & NEW ENGLAND RAILROAD CO.
By EDWARD D. ROBBINS, *Its Attorney*, L. S.
JAMES L. HOWARD, L. S.

GEORGE M. WOODRUFF *et al.*, COMMISSIONERS, &C.,
vs.
THE NEW YORK & NEW ENGLAND RAILROAD COMPANY.
} SUPERIOR COURT, OCTOBER, 1889.

MANDAMUS.

The prosecutor hereby moves the honorable Court to deny the petition of the defendant for removal of the cause to the Circuit Court of the United States, because the proceeding is not by law removable from this court.

PROSECUTORS,
By ROBINSON & HENNEY, *their Attorneys.*

Motion to deny removal to United States Circuit Court granted, and petition for removal to United States Circuit Court denied.

GEORGE M. WOODRUFF, MORGAN G. BULKELEY, WILLIAM H. HAYWARD, WILLIAM O. SEYMOUR, and NATHANIEL WHEELER
vs.
THE NEW YORK & NEW ENGLAND RAILROAD COMPANY.
} STATE OF CONNECTICUT, SUPERIOR COURT, HARTFORD COUNTY, October Term, 1889.

MOTION TO QUASH ALTERNATIVE WRIT OF MANDAMUS.

To the Honorable Superior Court to be holden at Hartford, within and for the County of Hartford, on the first Tuesday of October, 1889:

The New York & New England Railroad Company having been served with an alternative writ of mandamus which issued from the honorable Superior Court holden at said Hartford, in and for the County of Hartford, on the 11th day of September, 1889, upon what purports to be the application of George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, William O. Seymour, and Nathaniel Wheeler, commissioners appointed by the General Assembly by resolution approved April 4, 1884, and its amendments, having this day filed a petition for the removal of this cause into the Circuit Court of the United States for the District of Connecticut, and protesting that no further proceedings can lawfully be

had in this court, and protesting against the jurisdiction of this court to entertain or hear this motion, nevertheless being under a specific order of this court, in order to save all rights in case it shall be compelled to proceed further in this court, files this its motion to quash said alternative writ of mandamus, and for grounds of said motion assigns the following, to wit:

1. The application on which said alternative writ is issued is not verified by affidavit or in any other manner.

2. The said application is not signed by the commissioners by whom it purports to be made, but only by Henry C. Robinson.

3. The resolution of the General Assembly of the State of Connecticut, approved April 4, 1884, entitled "Providing for Bridge at Railroad Crossing, Asylum Street, Hartford," and the resolutions in addition thereto and amendment thereof expressly made a part of said application, and the proceedings under said resolutions of said commissioners set forth in said application and alternative writ, are all in violation of the Constitution of the United States, and void.

4. Said resolutions and proceedings are all in violation of the Constitution of this State, and void.

5. Said resolutions and proceedings deprive this defendant of property without due process of law, and also deny to this defendant the equal protection of the laws, and among other laws, of Sections 3518, 3489, 3491, 3493, and 3495 of the General Statutes, all of which is contrary to the Constitution of the United States.

6. The said resolutions are void because they do not permit the tribunal established thereby to apportion the expense of the work therein provided for according to the law of the land or any rules or principles of distributive justice, but limit the said commissioners by an arbitrary rule forbidding them to apportion more than one-half upon the city of Hartford, thus violating the Fourteenth Amendment to the Constitution of the United States and also the Constitution of Connecticut.

7. Said resolutions are void because contrary to natural justice, the Constitution of Connecticut, and the Fourteenth Amendment to the Constitution of the United States, in that they establish a special tribunal for the trial and decision of a particular controversy between certain individuals, not in accordance with the general laws of the land.

8. Said legislative resolutions on their face deprived this defendant of any opportunity or reasonable time to agree with said city and railroad company under Section 4, as amended by the resolution approved March 26, 1885, before any proceedings before said commissioners, though purporting in terms to give such time and opportunity, whereby the said original resolution, as thus amended, became repugnant to itself, unmeaning, and void.

9. The said resolutions and proceedings deprive this defendant of its right to a trial by jury under the Constitution of Connecticut.

10. Said resolutions grant to five men exclusive privileges from the community, contrary to the Constitution of Connecticut, and are therefore void, together with all said proceedings thereunder.

11. Said resolutions and proceedings are void because they deprive this remonstrant of property otherwise than by due course of law, contrary to the Constitution of Connecticut.

12. Said resolutions are void because they delegate judicial powers otherwise than to courts duly established with permanent jurisdiction defined by law, contrary to the Constitution of Connecticut.

13. Said resolutions and proceedings are void because they take the property of this defendant for a public use without providing just compensation therefor, contrary to the Constitution of Connecticut.

14. It appears from said application that the tracks ordered to be taken up are not across Asylum Street, although they do cross Church Street, so called, and that they are not ordered to be taken up in pursuance of the purposes of said resolutions, and are not within the authority conferred thereby.

15. It does not appear that any demand for the execution of the order of the commissioners set forth in the application and alternative writ was made upon the defendant and by it refused.

Dated at Hartford, Connecticut, this first day of October, A.D. 1889.

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,
By EDWARD D. ROBBINS, *its Attorney.*

GEO. M. WOODRUFF *et al.*, COMMISSIONERS,	STATE OF CONNECTICUT,
vs.	HARTFORD COUNTY,
THE NEW YORK & NEW ENGLAND RAILROAD COMPANY.	SUPERIOR COURT,
	October 23, 1889.

AMENDMENT OF MOTION TO QUASH.

The defendant, the New York & New England Railroad Company, moves to amend its motion to quash the alternative writ of mandamus by adding thereto the following:

"16. The alternative writ of mandamus was not delivered or shown to the defendant or to any of its officers or directors, nor was any due service thereof made upon the defendant."

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,
By EDWARD D. ROBBINS, *its Attorney.*

Motion to quash overruled.

GEO. M. WOODRUFF *et al.*, COMMISSIONERS, *vs.* THE NEW YORK & NEW ENGLAND RAILROAD COMPANY.	STATE OF CONNECTICUT, HARTFORD COUNTY, SUPERIOR COURT, November 18, 1889.

DEFENDANT'S RETURN.

To the Honorable Superior Court now in session at Hartford, in and for the County of Hartford:

The New York & New England Railroad Company, first protesting that this cause has been lawfully removed into the Circuit Court of the United States, in and for the district of Connecticut, and that this court has now no jurisdiction of this cause, and that this defendant ought not to be compelled to answer or proceed further here, in obedience to a rule of this court ordering it to show cause why a writ of mandamus should not issue against it, as prayed in an application purporting to be made to this court by George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, William O. Seymour, and Nathaniel Wheeler, assuming to be a Board of Commissioners, acting under and by virtue of a resolution of the General Assembly of the State of Connecticut, approved April 4, 1884, entitled "Providing for Bridge at Railroad Crossing, Asylum Street, Hartford," and the resolutions in addition thereto and amendment thereof, now appears in court, and for cause shows as follows, to wit:

1. At the time of the passage of said resolution, to wit: on the 4th day of April, 1884, Morgan G. Bulkeley, one of the plaintiffs, was, and during all the proceedings hereinafter described, of the Board of Commissioners acting under said resolution, continued to be mayor of the city of Hartford, and a citizen and taxpayer thereof, and, as such, was interested in the result of said proceeding, and, as between the city of Hartford and the defendant, was by said resolution made, and in fact acted and now acts as judge in his own cause, contrary to the fundamental principles of the social compact and the law of the land.

2. On said day, Henry C. Robinson was a director and stockholder of the New York, New Haven & Hartford Railroad Company, and was a citizen and taxpayer of the city of Hartford, and in both such relations was interested in the result of the said proceedings, and therefore by said resolution was made judge in his own cause, both as between the said railroad company and the defendant and as between said city of Hartford and the defendant, contrary to the fundamental principles of the social compact and the law of the land.

3. On the 22d day of October, 1885, the said Board of Commissioners, appointed by said resolution, at a meeting duly held in the city of Hartford, adopted a vote, hereto appended and marked Exhibit "A,"

which, with the plan therein referred to, is made a part of this answer. Said vote was communicated by said Board of Commissioners to this defendant as its final decision between the parties in interest.

4. On the 24th day of March, 1886, at a meeting duly held in the city of Hartford, said Board of Commissioners adopted the vote hereto annexed and marked Exhibit "B."

5. By said votes the said board was itself bound, and the said board thereby exhausted its powers, if any it legally possessed, and the subsequent proceedings, hereinafter described, are therefore void.

6. On the 11th day of March, 1887, the plaintiffs, to wit, the said George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, Wm. O. Seymour, and Nathaniel Wheeler, met at the city of Hartford, assumed to constitute and act as the Board of Commissioners provided for in said resolution of the General Assembly, and adopted certain votes, which are hereto annexed, marked Exhibit "C," and which, with the plan therein referred to, are made a part of this answer.

7. On December 20, 1888, the plaintiffs made an order, hereto annexed, marked Exhibit "D," the defendant having filed exceptions in the manner and form therein recited. Notice of said order was given to the defendant.

8. Nathaniel Wheeler, one of the plaintiffs, who acted as a member of said Board of Commissioners in the proceedings described in the last two paragraphs, was, during all said time, and has continued to be, a stockholder and director of the New York, New Haven & Hartford Railroad Company, and, as such, was interested in the result of said proceedings, and acted therein as a judge in his own cause against the defendant, contrary to the fundamental principles of the social compact and the law of the land.

9. The said order, described in paragraph 7, was in contradiction and violation of the vote and decision of said board described in paragraph 3.

10. The said order was not made by the plaintiffs in order to carry out the intent or any of the purposes of said resolution of the General Assembly.

11. The new depot at Asylum Street was first occupied and used by the defendant on the first day of July, 1889. At the expiration of thirty days from said time, the defendant did not have, nor has it at any time since said first day of July had, any surface tracks across or upon said Asylum Street, or any such surface tracks anywhere existing within the limits named in said order of December 29, 1888, as could in any wise affect the safety or convenience of travel upon any railroad or Asylum Street, or as could affect the separation of the grades of the railroads

and Asylum Street, or the operation of any railroad across Asylum Street, or as could in any event have anything to do with the execution of the intent or purposes of the said resolutions of the General Assembly under the plans adopted either by said Board of Commissioners or by the plaintiffs assuming to act as such.

12. The defendant is a railroad corporation under the laws of this State, and has surface tracks running from a line a little north of Asylum Street continuously northward across what is called Church Street (which defendant denies to be a street or highway), which tracks are owned and operated by the defendant as a part of its railroad, are within its location as legally established, and within one hundred feet of the old center line of its location, are all laid upon land owned by the defendant in fee, are necessary for the enjoyment and profitable use by the defendant of said land, and cannot be taken up or removed, as commanded by said order or as prayed for by the plaintiffs, without doing damage to the defendant in the sum of two hundred thousand dollars.

13. The defendant denies that the plaintiffs were legally constituted as a Board of Commissioners, authorized to act as such under the said resolution of the General Assembly; denies further that the said order of December 20, 1888, was within the authority of the plaintiffs to lawfully make against the defendant, and also denies all other allegations of plaintiffs' application, except as herein above admitted.

14. And defendant further shows that said order of the plaintiffs of December 20, 1888, and the said resolutions, and all proceedings thereunder, are in violation of the Constitution of the United States, and void.

15. The said order and the said resolutions, and all proceedings thereunder, are in violation of the Constitution of Connecticut, and void.

16. Said order is void because said legislative resolutions and the proceedings thereunder, including said order, and also said order in itself, deprive this defendant of property without due process or course of law, and deny to it the equal protection of the laws, contrary to the Constitution of the United States and to the Constitution of Connecticut.

17. Said order is void because the said resolutions and all the proceedings thereunder, including said order, and said order in particular, operate to deny to the defendant the equal protection of the laws of this State contained in Sections 3518, 3489, 3491, 3493, and 3495 of the General Statutes of Connecticut, contrary to the Constitution of the United States.

18. Said order is void because it takes the property of this defendant for a public use without just compensation therefor, contrary to the Constitution of Connecticut.

19. Said order is void because the plaintiffs were not, by said reso-

lutions, permitted, in any of the proceedings of which it purports to form a part, to apportion the expense or loss caused by the changes ordered, according to the law of the land, or any rules or principles of distributive justice, but were limited by an arbitrary rule forbidding them to apportion more than one-half upon the city of Hartford, contrary to the fourteenth amendment to the Constitution of the United States and to the Constitution of Connecticut.

20. Said order is void because the plaintiffs, in making the same, as well as in all the proceedings of which it purports to form a part, were acting as a special tribunal, established solely for the trial and decision of a particular controversy between certain individuals, not in accordance with the law of the land, all of which is contrary to natural justice, to the Constitution of Connecticut, and to the fourteenth amendment to the Constitution of the United States.

21. The said order is void because this defendant is thereby deprived of its right to a trial by jury, as secured by the Constitution of Connecticut.

22. The said order is void because the plaintiffs, in making it, exercised judicial powers without being a court duly established with permanent jurisdiction defined by law, as required by the Constitution of Connecticut.

Wherefore, for each and all of the causes and reasons herein set forth, the defendant insists that said writ of peremptory mandamus should not issue, as prayed for in said application, and prays the judgment of the court, that it may be hence dismissed.

THE NEW YORK & NEW ENGLAND RAILROAD CO.,
By JAMES W. PERKINS, *Secretary.*

COMMONWEALTH OF MASSACHUSETTS, SUFFOLK. } ss.

BOSTON, Nov. 15, 1889.

Then personally appeared the above-named James W. Perkins, Secretary of the New York & New England Railroad Company, and made oath that the foregoing answer by him subscribed is true, to the best of his knowledge and belief.

Before me,
R. M. SALTONSTALL,
Notary Public.

EXHIBIT "A."

In the matter of the abolition of the grade crossing at Asylum Street, Hartford.

After thorough examination of all plans submitted by the parties in interest, after hearing their several claims and arguments, and after patient investigation of the locality, the rights of parties, the requirements of the improvement and the best method of carrying out the design and instructions of the Legislative Act creating and regulating this Board, the Board finds and adjudges that public convenience and necessity require the passage of the following vote approving a general plan for the work, and the following order providing for the execution of said plan, said order to be known as Order No. 1.

Voted, That the plan on file in the office of the Railroad Commissioners and marked "Approved Plan A," be approved and adopted as the plan of this Board of Commissioners for the abolition of the grade crossing at Asylum Street, Hartford, and for the work incidental thereto in so far as the same concerns or defines :

1. The location of the proposed new crossing of the highway by the railroads, and of the bridge over the same.

2. The land and property to be taken for the purposes of the improvement.

3. The dividing line as it is to be between the lands of the New York, New Haven & Hartford R. R. Co. and of the New York & New England R. R. Co.

4. The location of a new highway in substitution for a portion of the present Spruce Street.

That said map remain on file in said office for the use of the Board and all parties in interest and for reference in orders, writings, and agreements appertaining to said improvement; that it remain open to the inspection of all parties, and be at their service for the purpose of making such tracings, copies, or descriptions as may be desired.

Ordered —

1. That the New York & New England R. R. Co. and Charles P. Clark, its receiver, lay out, construct, and maintain a new line of its railroad upon the west side of the broken red line, as shown upon "Approved Plan A" on file and designated as the "Proposed Division Line Bet. N. Y., N. H. & H. R. R. and New York & New England R. R.," and within the limits of land now owned by said New York & New England R. R. Co., or to be acquired by it as hereinafter provided, said new line to cross said Asylum Street between the abutment shown on said map at A B, and said broken red line, and to be carried across said street at a grade of 37.5 feet according to city of Hartford bench.

2. That the New York, New Haven & Hartford R. R. Co. lay out, construct, and maintain a new line of its railroad upon the east side of said broken red line and upon the land now owned by said company or to be acquired by it as hereinafter provided, said new line to cross Asylum Street between the abutment shown on said map at C D, and said broken red line, and to be carried across said street at a grade of 37.5 feet according to city of Hartford bench.

3. That the city of Hartford cause the grade of Asylum Street to be so changed that said street shall be carried in its present line and direction over the lines of said roads as located as aforesaid, by means of a bridge with suitable earth approaches, said bridge to be 17 feet in the clear above the top of the rails, 55 feet in width, and to span with such supports as shall be hereafter approved, the distance of 99 feet from A B to C D as shown on said map.

4. That the city of Hartford shall also lay out, establish, and open a new highway 40 feet in width, extending from Asylum Street northerly to an intersection with the present Spruce Street, said highway to be laid out upon land bounded and described as follows :

Commencing at a point in the north line of Asylum Street in the dividing line between the properties of B. R. Abbe and Sophia M. Goodridge, thence running in a straight line N. 25° 53′ E. 634.2 feet to an intersection with the present west line of Spruce Street, thence southerly along said west line of said Spruce Street 150 feet, thence in a straight line parallel with and 40 feet distant from the first described line 450 feet, thence curving to the left with a radius of 32 feet to the north line of Asylum Street at a point 77 feet east of the place of beginning, and thence westerly along the north line of Asylum Street 77 feet to the place of beginning, and containing approximately .516 of an acre.

5. That the New York & New England R. R. Co. and Charles P. Clark as Receiver, for the purposes of the foregoing alterations and improvements, forthwith proceed to procure by negotiation or by condemnation, subject to the limitations hereinafter contained, the three following pieces of land, to wit :

First Piece. Commencing at a point in the south line of Asylum Street 37.7 feet west of a monument in said south line of said street and in the dividing line between the properties of said New York & New England R. R. Co. and Julius Catlin, and thence running westerly along the south line of said street 77.3 feet, thence southerly in a line at right angles with said south line of said street 20 feet, thence curving to the right with a radius of 573 feet, 265 feet, thence S. 46° 15′ W. in a line tangent to the said curve 177.7 feet, thence S. 52° 25′ W. 129.1 feet, thence S. 62° 32′ W. 106 feet, thence S. 68° 2′ W. 154 feet, thence S. 85° 2′ W.

198.2 feet, thence S. 88° 21′ W. 217 feet to the west boundary line of land of said New York & New England R. R. Co., and thence northerly along the present west boundary of land of said New York & New England R. R. Co. to an intersection with the broken red line shown on said Approved Plan A, and marked "Proposed Division Line Bet. N. Y., N. H. & H. R. R. and the New York & New England R. R.," and thence northerly along said broken red line to the place of beginning, and containing approximately one and eleven one-hundredths acres.

Second Piece. All that tract of land lying north of Asylum Street, east of the land to be used for the new highway as hereinbefore described, and of the east line of said new highway extended in a straight line to an intersection with the westerly line of land of said New York & New England R. R. Co. and west of land now owned by said company, saving only a small triangular piece of land lying just north of said Asylum Street and easterly of the broken red line above described. the said tract of land to be taken as aforesaid extending from said Asylum Street northerly to a point at the intersection last described, and containing approximately 1.233 acres.

Third Piece. A narrow strip of land lying east of the present boundary line between land of said New York & New England R. R. Co. and land of said New York, New Haven & Hartford R R. Co. and west of said broken red line, said strip of land extending from a point at station 36 + 40 on said broken red line to a point at station 43 on said broken red line, and being now the property of the New York, New Haven & Hartford R. R. Co., and containing approximately .113 of an acre.

6. That the New York, New Haven & Hartford R. R. Co. for the purposes of said alterations and improvements, forthwith proceed to procure by negotiation or by condemnation, subject to the limitations hereinafter contained, all that tract of land lying between the present west boundary line of its said land and said broken red line, from station 15 + 033 thereon to station 36 + 40 thereon, as shown upon Approved Plan A, and marked "Proposed Division line Bet. N. Y., N. H. & H. R. R. and New York & New England R. R.," excepting only such portion thereof as is included within the limits of said Asylum Street, said land to be so taken containing approximately 2.09 acres.

7. That the city of Hartford, for the purposes of laying out said new highway, forthwith proceed to procure by negotiation or by condemnation, subject to the limitations hereinafter contained, the land hereinbefore described, required to be used and appropriated for that purpose.

8. That said parties ordered to acquire land as aforesaid, first use all reasonable efforts to acquire by negotiation conveyances of the same at reasonable prices, and that all conveyances so obtained shall be taken

to Morgan G. Bulkeley, Nathaniel P. Wheeler, George M. Woodruff, John W. Bacon, and William H. Hayward, the present members of this Board of Commissioners, and their successors upon said Board, *in trust*, to be by them, or a majority of them for the time being, conveyed to the proper parties to said improvement upon such terms and conditions, and at such times as they or a majority of them shall deem proper for the purposes of the improvement, but no land shall be so acquired by purchase until the price to be paid therefor has been approved in writing, lodged with the Clerk of this Board by the several parties to the improvement, to wit: the City of Hartford, the New York, New Haven & Hartford Railroad Company, and the New York & New England Railroad Company, and Charles P. Clark, its Receiver, or by this Board. Before any party shall proceed to acquire land by condemnation, it shall make report to this Board of the efforts it has made to procure by negotiation the land to be acquired by it, and the results thereof, and receive further special order for such condemnation, and said parties are severally required to make written report to this Board of the progress of their negotiations, on or before the 1st day of January, 1886.

9. That the City of Hartford shall cause to be prepared plans, profiles. specifications, and estimates for the bridge herein ordered to be built in the line of Asylum Street, over the tracks of the railroads, together with its abutments, supports, and approaches, showing the grade thereof, the materials to be used therein, and the kind, quantity, quality, and manner of work proposed to be done thereon, and also a sketched plan for a temporary way or bridge for the accommodation of public travel during the progress of the work upon the alterations and improvements proposed to be made and done, and lodge the same for the inspection of all parties in interest with the Clerk of this Board, on or before the first day of December, 1885, and submit the same to the Board for its approval, on the 11th day of December, 1885.

10. That the New York & New England Railroad Company, and Charles P. Clark, its Receiver, cause to be prepared detailed plans, profiles, specifications, and estimates for its new lines of track as herein ordered, and for all alterations herein required to be made, and all work herein required to be done by said Company or said Receiver, said plans, profiles, and specifications showing the grade and curvature of the proposed new lines of track, and the kind, quantity, quality, and manner of work proposed to be done, and lodge the same with the Clerk of this Board for the inspection of all parties in interest, on or before the first day of December, 1885, and submit the same to the Board for its approval on the 11th day of December, 1885.

11. That the New York, New Haven & Hartford Railroad Company

caused to be prepared detailed plans, profiles, specifications, and estimates for its new lines of track as herein ordered, and for all alterations herein required to be made, and all work herein required to be done by said company, said plans, profiles, and specifications showing the grade and curvature of the proposed new lines of track, and the kind, quantity, quality, and manner of work proposed to be done, and lodge the same with the Clerk of this Board for the inspection of all parties in interest, on or before the first day of December, 1885, and submit the same to the Board for its approval, on the 11th day of December, 1885.

12. That all sums of money required to be paid to procure the land herein ordered to be taken shall be paid in the first instance by the party taking the same. Whenever such payments by any party shall amount to $10,000, each of the other parties shall, upon the certificate of this Board, pay to such party the following proportional parts thereof, to wit:

The City of Hartford, fifty per cent.

The New York & New England Railroad Company, and Charles P. Clark, its Receiver, twenty-five per cent.

The New York, New Haven & Hartford Railroad Company, twenty-five per cent., said payments to be considered as advances towards the cost of the improvement, subject to future adjustment by this Board.

The foregoing is a true copy of the preamble, vote, and Order No. 1 adopted and passed by the Asylum Street (Hartford) Bridge Commission at their meeting Thursday evening, October 22, 1885.

Attest, GEO. T. UTLEY,
Clerk of Commission.

EXHIBIT "B."

Voted. That the plan for the Asylum Street crossing adopted June 23, 1885, and the votes and orders heretofore made and passed in accordance therewith are hereby confirmed, renewed, approved, and reënacted for all and singular the purposes and requirements of the resolution passed by the General Assembly at its January Session, A. D. 1886, approved February 19, 1886, amending the original resolution establishing this Board for all the original purposes of said plan, votes, and orders, and especially for the purpose of proceeding in the name of the Board to condemn the land appropriated by said plan, votes, and orders for the use and benefit of the several parties to said improvement as the case may be.

EXHIBIT "C."

FRIDAY, March 11, 1887.

Voted, That the vote passed June 23, 1885, adopting the general features of the "Bunce" or "West Side" plan, and the vote passed October 22, 1885, approving and adopting the plan marked "Approved Plan A," and all other votes and orders heretofore made and passed in accordance therewith, and confirming, approving, renewing, and reënacting the same, be and they are hereby rescinded.

Voted, That the attorneys of this Commission, Messrs. Robinson and Prentice, be and they are hereby instructed to suspend proceedings for the condemnation of land or other property under any plans or orders heretofore adopted.

Voted, That the New York, New Haven & Hartford Railroad Company and the New York & New England Railroad Company are hereby ordered to carry their tracks over Asylum Street, leaving a clear space between said structure and said street of not less than 16 feet, in general accordance with the plan and drawings submitted to this Commission February 4, 1887, marked "Proposed station at Hartford, Conn., February 15, 1887," and for this purpose the city of Hartford is hereby directed to lower the grade of said street under said tracks two feet; and in case of disagreement between said parties, details of construction to be hereafter determined by this Commission.

The entire work to be completed on or before the 31st day of December, 1887.

EXHIBIT "D."

"STATE OF CONNECTICUT.

"OFFICE OF THE ASYLUM STREET BRIDGE COMMISSIONERS,

"HARTFORD, Dec. 20, 1888.

In the matter of the abolition of the grade crossing at Asylum Street, Hartford.

The bridges and approaches thereto for the purpose of carrying the tracks of the New York, New Haven & Hartford Railroad and the New York & New England Railroad over Asylum Street in the city of Hartford, having been nearly completed in general accordance with the plans and orders heretofore adopted by this Board, a meeting was held on the 13th inst. pursuant to the following notice:

"HARTFORD, Dec. 5, 1888.

"DEAR SIR, — A meeting of the Asylum Street Bridge Commission will be held in the office of the Railroad Commissioners, Hartford, on Thursday, December 13, 1888, at 9.30 A. M., for the purpose of con-

sidering the subject of requiring the removal of the railroad tracks, in accordance with the resolution of the General Assembly, approved April 4, 1884, providing for a 'bridge at the railroad crossing at Asylum Street, Hartford,' and all amendments thereto, especially in regard to the removal of the surface tracks of the New York & New England Railroad Company, between the north line of Church Street and the south line of Asylum Street.

"A proposition will also be presented at said meeting for a foot-bridge from the elevated tracks westward, passing over Spruce Street.

Yours very respectfully,

GEORGE T. UTLEY,
Clerk of Commission."

At which meeting said city appeared by its counsel and committees, and said New York & New England Railroad Company also appeared by its vice-president and its counsel, and said Company filed exceptions to proceedings of this Board, as hereunto annexed, marked Exhibit "A." Which exceptions were overruled by us.

Whereupon said company filed its motion to dismiss proceedings under said call as hereto annexed, marked Exhibit "B." And said parties were fully heard upon said motion. And now, after consideration, this Board declines to dismiss said proceedings, but finds that the completion of said improvement, as heretofore ordered, the carrying out of the design and instructions of the legislative acts creating and regulating this Board; and public convenience and necessity all require, and this Board deems it necessary and proper to order and direct, and we do accordingly order and direct, that said New York & New England Railroad Company and the New York, New Haven & Hartford Railroad Company severally take up and remove their surface tracks between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north line of Church Street, so called, within thirty days after the new depot at said Asylum Street shall be occupied and used by said companies respectively.

GEORGE M. WOODRUFF,
W. H. HAYWARD,
WM. O. SEYMOUR,
M. G. BULKELEY,
N. WHEELER,
Asylum Street Bridge Commissioners.

Exhibit "A".

In the matter of the proceedings under a certain resolution of the General Assembly, approved April 4, 1884, entitled "Providing for Bridge at Railroad Crossing at Asylum Street, Hartford," and the amendments thereto.

Before Messrs. George M. Woodruff, William H. Hayward, William O. Seymour, Morgan G. Bulkeley, and Nathaniel Wheeler, acting as Commissioners under said legislative acts.

Exceptions to proceedings, filed December 13, 1888, by the New York & New England Railroad Company.

The New York & New England Railroad Company hereby excepts to all proceedings affecting its interests heretofore had by said Commissioners or under said legislative acts, and to any further proceedings by them thereunder, for the following reasons:

1. Such acts and proceedings are all in violation of the Constitution of the United States, and void.

2. Such acts and proceedings are all in violation of the Constitution of this State, and void.

3. Hon. Morgan G. Bulkeley, one of said Commissioners, is and has ever since his appointment been Mayor of the city of Hartford, and a citizen and taxpayer therein, and, as such, is interested in the result of said proceedings, and is therefore acting as a judge in his own cause, which is contrary to the fundamental principles of the social compact.

4. Hon. Nathaniel Wheeler, one of said Commissioners, is and has ever since his appointment been a director of and stockholder in the New York, New Haven & Hartford Railroad Company, and, as such, is interested in the result of said proceedings, and is therefore acting as a judge in his own cause, which is contrary to the fundamental principles of the social compact.

5. Said legislative acts on their face deprived this remonstrant of any opportunity or reasonable time to agree with said city and other railroad company, under Section 4, as amended by the Act of March 26, 1885, before any proceedings before said Commissioners, though purporting in terms to give such time and opportunity, whereby said Act of 1885 was repugnant to the prior act, unmeaning and void.

6. Said acts and proceedings deprive this remonstrant of its right to a trial by jury under the Constitution of Connecticut.

7. Said acts are void because they grant to a set of five men exclusive privileges from the community, contrary to said Constitution.

8. Said acts and proceedings are void, because they deprive this remonstrant of property otherwise than by due course of law, contrary to said Constitution.

9. Said acts are void because they delegate judicial powers otherwise than to courts duly established, with permanent jurisdiction defined by law, contrary to the Constitution of Connecticut.

10. Said acts and proceedings are contrary to the Constitution of the United States, because they deprive this remonstrant of property without due process of law, and deny it the equal protection of the laws, among others of General Statutes, Sections 3518, 3489, 3491, 3493, and 3495.

11. Said acts and proceedings are void, because contrary to natural right and the Constitution of Connecticut, in that they establish a special tribunal for the trial and decision of a particular controversy between certain individuals, not in accordance with the general laws of the land.

12. Because said Commission exhausted its powers by the adoption of the plan named in Order No. 1, Plan "A," and its subsequent proceedings rescinding said plan, and substituting another as per vote of March 11, 1887, are void.

Wherefore this remonstrant moves that all said proceedings under said acts be now stayed and dismissed.

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,
By SIMEON E. BALDWIN,
Its Attorney.

EXHIBIT "B."

In the matter of the proceedings under a certain resolution of the General Assembly, approved April 4, 1884, entitled "Providing for a Bridge at railroad crossing at Asylum Street, Hartford," and the amendments thereto.

Before Messrs. George M. Woodruff, William H. Hayward, William O. Seymour, Morgan G. Bulkeley, and Nathaniel Wheeler, acting as Commissioners under the said legislative acts.

Motion of the New York & New England Railroad Company to dismiss proceedings as to the removal of its tracks laid across land claimed by the city of Hartford to be a highway known as Church Street.

The New York & New England Railroad Company moves that all proceedings as to the removal of its tracks laid across land claimed by the city of Hartford to be a highway known as Church Street, be dismissed for the reasons specified in its general exceptions, heretofore filed, to all the proceedings of said Commissioners; and also because said acts do not purport to confer on said Commissioners authority to order such removal.

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,
By SIMEON E. BALDWIN,
Its Attorney.

George M. Woodruff *et al.*, Commissioners, *vs.* The New York & New England R. R. Co.	Superior Court, Hartford County, November 25, 1889.

APPLICANTS' DEMURRER.

The applicants plead and say that the defendants' return, and all and singular the matters contained therein, are insufficient in law; and for causes of demurrer the applicants specifically assign to the court the following causes, that is to say:

1. The defendant joins in one and the same plea or return matters of traverse, matter of confession and avoidance, and allegations of the legal insufficiency of the application and alternative writ; which said duplicity, inconsistency, and repugnancy are manifest as aforesaid in the following matters and paragraphs of said return, viz.:

Paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 9, and 13 of the return are a traverse of those parts of the application and writ which allege that George M. Woodruff, Morgan G. Bulkeley, William H. Hayward, William O. Seymour, and Nathaniel Wheeler "are a Board of Commissioners, constituted and appointed pursuant to and by virtue of a resolution of the General Assembly of the State of Connecticut, approved April 4, 1884, entitled 'Providing for Bridge at Railroad Crossing, Asylum Street, Hartford,' and all resolutions in addition thereto and amendment thereof, and being all the members of said Board and vested with the power and authority conferred upon them as such Board of Commissioners under said resolution."

Paragraph 10 of the return is a traverse of paragraph 3 of the application.

Paragraph 13 of the return is also a traverse of paragraph 3 of the application, and a general denial of all the allegations of the application except so far as admitted by the return.

Paragraphs 11 and 12 of the return are in confession and avoidance of the allegations of the application and alternative writ.

Paragraphs 14, 15, 16, 17, 18, 19, 20, 21, and 22 of the return allege the legal insufficiency of the application and writ, in that the order on which the same are based is unconstitutional and void.

2. Said return is insufficient in law because the matters so set up and alleged therein as aforesaid are all so set up and alleged as constituting one and the same plea, and not separately and as distinct pleas and defences.

3. Said return is insufficient in law because the matters so set up and alleged as aforesaid are inconsistent with and repugnant to each other.

4. Said return is insufficient in law because the same is simply and only an argument to the effect that the application and writ are insufficient because the order on which the same are based is unconstitutional and void.

5. Said return is insufficient because the questions of law raised by paragraphs 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, and 22 of the same have already been raised and determined adversely to the defendant in the case at bar, by his motion to quash the alternative writ as on file, and by the judgment of this court thereon as of record.

6. Said return is insufficient in law because paragraphs 14 and 15 of the same simply state that the order, resolutions, and proceedings in question are unconstitutional, without alleging particularly the reasons upon which such claims are based.

7. Said return is insufficient in law because paragraph 5 of the same is an argument and not a plea.

8. Said return is insufficient in law because paragraphs 1, 2, and 3 of the same fail to allege or show that the individuals therein claimed to be disqualified by interest, or either of them, were necessary to or were in fact of the number of the members of said board who constituted the majority of the same in passing the order complained of.

9. Said return is insufficient in law because in said last-named paragraphs thereof the interest alleged to be in the individuals therein named is insufficient in law to disqualify them from acting in the passage of the order in question.

10. Because the defenses set up by the respondent are defenses in law, and can be raised only by demurrer or motion to quash.

11. Because the return of the defendant is an objection to the legal sufficiency of the application and writ, and the respondent has already exhausted its right to make matters of law a defense by its motion to quash heretofore made and disallowed.

Wherefore your applicants pray this Honorable Court that the return of the defendant may be adjudged insufficient in law, and that thereupon judgment be rendered that a peremptory writ of mandamus do forthwith issue, directed to the respondent named in the alternative writ, commanding it forthwith, on service thereof, to take up and remove all its said surface tracks remaining and being between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north

line of Church Street, so called, in the manner and form as said order directs, and that it obey and conform in all respects to said order.

GEORGE M. WOODRUFF,
MORGAN G. BULKELEY,
WILLIAM H. HAYWARD,
WILLIAM O. SEYMOUR,
NATHANIEL WHEELER,

Commissioners appointed by the General Assembly by resolution approved April 4, 1884, and its amendments.

By HENRY C. ROBINSON, *and*
W. F. HENNEY,
Their Attorneys.

GEORGE M. WOODRUFF,
MORGAN G. BULKELEY,
WILLIAM H. HAYWARD,
WILLIAM O. SEYMOUR, and
NALHANIEL WHEELER,
vs.
THE NEW YORK & NEW ENGLAND RAILROAD CO.

STATE OF CONNECTICUT,
SUPERIOR COURT,
HARTFORD COUNTY,
October Term, 1889.

In the above-entitled cause, during the argument had upon the plaintiffs' demurrer to the defendant's return, counsel for defendant stated that if, in the opinion of the court, such return was defective, they desired leave to amend so as to remedy such defect. Counsel for plaintiffs, claiming that such leave was sought for purposes of delay, said that rather than to consent to such amendment, they preferred to waive any mere formal and not substantive defects. The court, upon consideration of the return, regarding such return as defective in substance, that the defendant had no absolute right to amend or to file a further return, in the exercise of its best discretion, denied the defendant any opportunity to amend its return. The court would not have made such denial if it had considered the defects merely formal, or had not considered merely formal defects, the correction of which, without adding to the substance of the allegations, would have made the return good to have been waived.

FENN, *Judge.*

GEO. M. WOODRUFF *et al.*, COMMISSIONERS, &C.,
vs.
THE NEW YORK & NEW ENGLAND R. R. CO.

SUPERIOR COURT,
HARTFORD COUNTY,
November, 1889.

JUDGMENT FILE.

This proceeding by application for a writ of mandamus came to this Court at a special session thereof held September 11, 1889, when an

alternative writ issued commanding defendants to obey and conform to the order set out in said application, or show cause to the contrary, as on file; whereupon defendants made return to the present session of this Court, showing reasons why a peremptory writ should not issue, when the parties appeared and were at issue on demurrer to the return, as on file.

The Court, having heard the parties, finds the issue for the applicants, and that said return is insufficient, and that the allegations of the application are true.

Whereupon it is adjudged, that the applicants recover of the respondents their costs taxed at dollars, and that a peremptory writ of mandamus do forthwith issue, directed to the respondent named in the alternative writ, commanding it forthwith, on service thereof, to take up and remove all its said surface tracks remaining and being between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north line of Church Street, so called, in the manner and form as said order directs, and that it obey and conform in all respects to said order.

FENN, *Judge.*

GEORGE M. WOODRUFF,
MORGAN G. BULKELEY,
WILLIAM H. HAYWARD,
WILLIAM O. SEYMOUR,
COMMISSIONERS, ETC.,
vs.
NEW YORK & NEW ENGLAND RAILROAD CO.

SUPERIOR COURT,
HARTFORD COUNTY,
December 5, 1889.

Notice is hereby given of an appeal by the defendant from the judgment of the Court in the above-entitled cause to the next term of the Supreme Court of Errors in and for the First Judicial District, to wit, to the term thereof to be holden at Hartford on the first Tuesday of January, 1890.

THE NEW YORK & NEW ENGLAND R.R. COMPANY,
BY EDWARD D. ROBBINS,
its Attorney.

George M. Woodruff,
Morgan G. Bulkeley,
William H. Hayward,
William O. Seymour, and
Nathaniel Wheeler,
vs.
New York & New England Railroad Co.

State of Connecticut,
Hartford County,
Superior Court,
December 13, 1889.

DEFENDANT'S APPEAL.

In the above-entitled cause the defendant appeals from the judgment of said court to the Supreme Court of Errors, to be holden at Hartford, in and for the First Judicial District, on the first Tuesday of January, 1890, for the revision of the errors which it claims to have occurred in the trial thereof, and for reasons of said appeal it assigns the following, viz.:

1. The court erred in denying defendant's motion for the removal of said cause into the United States Circuit Court for the district of Connecticut.

2. The court erred in retaining jurisdiction of said cause after it had been duly removed into the United States Circuit Court for the district of Connecticut, by the filing of its petition and bond, in accordance with the laws of the United States.

3. The court erred in denying defendant's motion to quash the alternative writ of mandamus, and in overruling the respective grounds and causes of said motion, and each of them.

4. The court erred in sustaining the demurrer of plaintiff to the defendant's return, and in sustaining the respective causes of demurrer, and each of them.

5. The court erred in ruling and holding upon the plaintiffs' demurrer to the return that the application of plaintiffs was sufficient to entitle them to a writ of mandamus.

6. The court erred in ruling and holding that the plaintiffs could maintain this action and obtain said writ without joining the State as a party to said action.

7. The court erred in ruling and holding that the writ of mandamus ought to issue in this case, although the State was not a party.

8. The court erred in sustaining this action and issuing a writ of mandamus upon an application not verified by an affidavit, or in any other manner.

9. The court erred in sustaining this action and issuing a writ of mandamus upon an application not signed by the Commissioners, by whom it purported to be made, but only by Henry C. Robinson.

10. The court erred in ruling and holding that this action could be sustained and a writ issued, when, as it appears from the sheriff's return upon the alternative writ, the same was not shown or delivered to the defendant, or any of its officers or directors, nor was any due service thereof made upon the defendant.

11. The court erred in ruling and holding that this action could be sustained and a writ of mandamus issued thereon, when no demand for the execution of the order of the Commissioners set forth in the application and alternative writ had ever been made upon the defendant and by it refused.

12. The court erred in denying the defendant's motion for leave to amend its return, after the sustaining of the demurrer to the return, and before final judgment; inasmuch as, as appears by the record, said demurrer was filed on November 26, 1889, argument had thereon upon November 29, 1889, and the judgment of the court sustaining said demurrer was filed on December 4, 1889; and inasmuch as said action was brought on the 11th day of September, 1889, and there has been no delay in the determination of the same made by the defendant, as also appears from the record in said cause.

13. The court erred in ruling and holding that duplicity in the return is a defect of substance, and not of form; that lack of certainty in the allegations of said return is a defect of substance, and not of form; that setting up separate defences in one and the same plea, instead of in distinct pleas and defences, is defect of substance, and not of form.

14. The court erred in ruling and holding that the matters alleged in the defendant's return were inconsistent with each other, and in ruling and holding that said matters were repugnant to each other.

15. The court erred in ruling and holding that the defendant's return was only an argument, and was therefore insufficient in law.

16. The court erred in ruling and holding that the defendant's return was insufficient in law, because the questions of law raised by paragraphs 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, and 22, of its return, had already been raised and determined adversely to the defendant by its motion to quash, and the judgment of the court thereon.

17. The court erred in ruling and holding that the defendant's return was insufficient in law because paragraphs 14 and 15 of the same did not allege particularly the reasons for the allegations that the order, resolutions, and proceedings in question are unconstitutional.

18. The court erred in ruling and holding that paragraph 5 of the defendant's return is simply argument, and in holding that the return was, for said reason, insufficient.

19. The court erred in ruling and holding that the defendant's

return fails to allege or show that the individuals therein alleged to be disqualified by interest, or either of them, were necessary to, or were in fact of the number of the members of said board who constituted the majority of the same passing the order sought to be enforced in this action, and in ruling and holding that said return was, for this reason, insufficient in law.

20. The court erred in ruling and holding that the interest alleged in the defendant's return to be in the individuals therein named is insufficient in law to disqualify them from acting in the passage of the order in question, and in ruling and holding that said return was, for this reason, insufficient in law.

21. The court erred in ruling and holding that the defences set up in the defendant's return were merely defences in law and were not defences in fact, and in ruling and holding that said defences could not be raised in its return, and in ruling and holding that said defences could only be raised by demurrer or motion to quash.

22. The court erred in ruling and holding that the return of the defendant is simply an objection to the legal sufficiency of the application and writ, and in ruling and holding that the respondent had already exhausted its right to make matters of law a defence by its motion to quash theretofore made and disallowed.

23. The court erred in ruling and holding that any of the defences alleged in the plaintiffs' demurrer to said return are defects of substance.

24. The court erred in ruling and holding that the fact of the plaintiffs not being legally constituted as a board of commissioners was not a good defence to the application of the plaintiffs and a sufficient return to the alternative writ of mandamus, and in ruling and holding that because four of the plaintiffs who signed the order sought to be enforced by mandamus were legally members of said commission, the fact that Nathaniel Wheeler was not legally appointed and had no right to act as a member of said commission is immaterial and insufficient to affect the validity of the organization of said commission, and of the order passed by said commission.

25. The court erred in ruling and holding that the decision of the commission to the effect that the order sought to be enforced by mandamus was within their authority was a final decision of said question, conclusive thereupon, and not open to review in this cause.

26. The court erred in ruling and holding that the allegations in the defendant's return, that the order sought to be enforced in this action relates to railroad tracks which could not in any wise affect the safety or convenience of travel upon any railroad or Asylum street, or affect the separation of the grades of the railroad and Asylum street, or the opera-

tion of any railroad across Asylum street, or, in any event, have anything to do with the execution of the intent or purposes of the resolutions of the General Assembly under the plans adopted by the Board of Commissioners, or the plaintiffs assuming to act as such; and the allegations that the said order was not made by the plaintiffs in order to carry out the intent or any of the purposes of said resolutions, and the denial that the said order was within the authority of the plaintiffs to lawfully make against the defendant, did not constitute a good defence and a sufficient return to the alternative writ.

27. The court erred in sustaining this action and in issuing the writ of mandamus upon an application for the enforcement of an order requiring the defendant to take up and remove certain tracks within the limits defined by the resolutions of the General Assembly, when such application did not contain any allegation that said commission had laid out, constructed, or maintained a new line or lines of railroad for any distance on either side of Asylum Street, or within three hundred feet of the center line of the tracks of said railroad as they existed at the time of the passage of said resolution.

28. The court erred in sustaining this action and in issuing a writ of mandamus upon an application which did not allege that the order sought to be enforced was made for the purpose of abolishing the grade crossing of Asylum Street and the railroads in the city of Hartford, or insuring the safety of the public thereat.

29. The court erred in ruling and holding that the first paragraph of the defendant's return was not a good defense to this action and a sufficient return to the alternative writ of mandamus under and by virtue of the Constitution of Connecticut, and the Constitution of the United States, and the Fourteenth Amendment thereto, respectively.

30. The court erred in ruling and holding that the second paragraph of the defendant's return was not a good defense to this action, and a sufficient return to the alternative writ of mandamus under and by virtue of the Constitution of Connecticut, and the Constitution of the United States, and the Fourteenth Amendment thereto, respectively.

31. The court erred in ruling and holding that the eighth paragraph of the defendant's return was not a good defense to this action, and a sufficient return to the alternative writ of mandamus under and by virtue of the Constitution of Connecticut, and the Constitution of the United States, and the Fourteenth Amendment thereto, respectively.

32. The court erred in ruling and holding that the thirteenth paragraph of the defendant's return was not a good defense to this action, and a sufficient return to the alternative writ of mandamus.

33. The court erred in ruling and holding upon the facts as they

appear upon the record that the order of the plaintiffs of December 20, 1888, is in accordance with the provisions of the Constitution of the United States, and valid and binding under said constitution.

34. The court erred in ruling and holding upon the facts as they appear upon the record, that the legislative resolutions upon which this action is based, and the proceedings under said resolutions, of which said order is a part, are in accordance with the Constitution of the United States, and valid and binding.

35. The court erred in overruling the claim of the defendant that the said order of the plaintiffs violated the Constitution of the United States, and the Fourteenth Amendment thereto, and is void.

36. The court erred in overruling the claim of the defendant that the said resolutions and the proceedings thereunder, of which said order is a part, violated the Constitution of the United States, and are void.

37. The court erred in ruling and holding upon the facts as they appear upon the record that the order of the plaintiffs of December 20, 1888, is in accordance with the provisions of the Constitution of the State of Connecticut, and valid and binding under said constitution.

38. The court erred in ruling and holding upon the facts as they appear upon the record, that the legislative resolutions upon which this action is based, and the proceedings under said resolutions, are in accordance with the Constitution of the State of Connecticut, and valid and binding.

39. The court erred in overruling the claim of the defendant that the said order of the plaintiffs violated the Constitution of the State of Connecticut, and is void.

40. The court erred in overruling the claim of the defendant that the said resolutions and the proceedings thereunder, of which said order is a part, violated the Constitution of the State of Connecticut, and are void.

41. The court erred in ruling and holding upon the facts appearing on the record, that said order did not deprive this defendant of property without due process and course of law; that said order did not deny to it the equal protection of the laws; and that said resolutions and the proceedings thereunder, of which said order is a part, did not deprive this defendant of property without due process and course of law, and further deny it the equal protection of the laws; and in overruling the claim of the defendant that said order did deprive this defendant of property without due process or course of law; that said order did deny to it the equal protection of the laws; and that said resolutions and the proceedings thereunder, of which said order is a part, did deprive this defendant of property without due process and course of law, and further denied it the equal protection of the laws, contrary to the Constitution of

the United States and the Fourteenth Amendment thereto, and also to the Constitution of the State of Connecticut.

42. The court erred in ruling and holding upon the facts appearing on the record, that the said resolutions and all the proceedings thereunder and including said order, did not deny to the defendant the equal protection of the laws of this State contained in sections 3518, 1489, 3491, 3493, and 3495 of the General Statutes of Connecticut; and in overruling the claim of the defendant that said order did deny to it the equal protection of said laws, and is void as being in violation of the Constitution of the United States, and also as being in violation of the Constitution of Connecticut.

43. The court erred in ruling and holding upon the facts appearing on the record, that the said order did not take the property of the defendant for a public use without just compensation therefor; and in overruling the claim of the defendant that said order did take its property for a public use without just compensation, and so is void as being in violation of the Constitution of Connecticut.

44. The court erred in ruling and holding that the plaintiffs were by said resolutions permitted in any of the proceedings of which it purports to form a part, to apportion the expense or loss caused by the changes ordered, according to the law of the land or any rules or principles of distributive justice; and in ruling and holding that the plaintiffs were not by said resolutions limited by an arbitrary rule forbidding them to apportion more than one-half of said expenses upon the city of Hartford; and in overruling the claim of the defendant that said resolutions are of the aforesaid form and character, and that the said resolutions and the proceedings thereunder are therefore void as being in violation of the Fourteenth Amendment to the Constitution of the United States and of the Constitution of Connecticut.

45. The court erred in ruling and holding that the plaintiffs, in making said order, as well as in all the proceedings of which it purports to form a part, were not acting as a special tribunal, established solely for the trial and decision of a particular controversy between certain individuals, not in accordance with the law of the land; and in overruling the claim of the defendant that the said order and all the proceedings of which it purports to form a part, are void because the plaintiffs were such a special tribunal not acting in accordance with the law of the land, and because said order and all of the said proceedings were therefore contrary to natural justice, to the Constitution of Connecticut, and the Fourteenth Amendment to the Constitution of the United States.

46. The court erred in ruling and holding that the defendant was not by the said resolutions and the proceedings thereunder, including

said order, deprived of its right to a trial by jury; and in overruling the claim of the defendant that it was thereby deprived of its right to a trial by jury, as secured by the Constitution of Connecticut.

47. The court erred in ruling and holding that the plaintiffs, in making said order, were not exercising judicial powers; in ruling and holding that the plaintiffs were a court duly established with permanent jurisdiction defined by law; and in overruling the claim of the defendant that the plaintiffs, in making said order, did exercise judicial powers without being a court duly established with permanent jurisdiction defined by law, as required by the Constitution of Connecticut.

48. The court erred in sustaining this action and issuing the writ of mandamus for the enforcement of an order which derived whatever force it had solely from legislative resolutions which on their face deprive this defendant of any opportunity or reasonable time to agree with the city of Hartford and the New York, New Haven & Hartford Railroad Company, under section 4 of the original resolution as amended by the resolution approved March 26, 1885, prior to any proceedings before said commissioners, though purporting in terms to give such time and opportunity, whereby the said resolution, as amended, became repugnant to itself, unmeaning, and void.

49. The court erred in sustaining this action and in issuing a writ of mandamus for the enforcement of an order based upon resolutions which grant to five men exclusive privileges from the community, contrary to the Constitution of Connecticut.

50. The court erred in finding the allegations of the application true without any hearing upon the facts, and without allowing to the defendant any opportunity to offer evidence, and without any evidence to support said finding.

51. The court erred in not holding that said acts were void as delegating to said board all the legislative power of the State in the premises, contrary to the Constitution of Connecticut.

52. Because said peremptory mandamus as ordered varies from the alternative writ of mandamus in requiring removal of the tracks on the service of the writ.

The defendant therefore prays for such relief as is provided by law in the premises.

Dated at Hartford, Connecticut, this 13th day of December, 1889.

THE NEW YORK & NEW ENGLAND R. R. CO.

By Edward D. Robbins,

Its Attorney.

I certify that the foregoing appeal was filed on the 14th day of December, A.D. 1889, and Edward D. Robbins of Wethersfield recognized in $100, conditioned that said New York & New England Railroad Company shall prosecute said appeal to effect, and pay all costs therein if it shall fail so to do, and said appeal is hereby allowed.

FRANCIS CHAMBERS,
Assistant Clerk.

SUPERIOR COURT, } *Clerk's Office.*
HARTFORD COUNTY, }

The above and foregoing is a true copy of record in said Superior Court.

Attest, C. W. JOHNSON, *Clerk.*

SUPREME COURT, } *Clerk's Office.*
HARTFORD COUNTY, }

The above and foregoing is a true copy of record in said Supreme Court.

Attest, C. W. JOHNSON, *Clerk.*

GEORGE M. WOODRUFF, *et al.*, *vs.* THE NEW YORK & NEW ENGLAND RAILROAD COMPANY.	SUPREME COURT OF ERRORS, HARTFORD COUNTY, JANUARY TERM, 1890.

DEFENDANT'S APPEAL — APPELLANT'S BRIEF.

STATEMENT.

This is an application by five individuals claiming to be a board of commissioners constituted under a Private Act, approved April 4, 1884, for a writ of mandamus, to compel the defendant to remove nearly a quarter of a mile of its tracks north of Asylum street, which are, and for many years have been, in daily use for freighting purposes. The defendant, claiming a defence under the Constitution of the United States, filed a petition to remove the cause to the Circuit Court, which was denied, and a motion to quash the alternative writ, which was overruled. A return was then put in, denying the plaintiffs' title, and setting up sundry legal defences. To this a demurrer was filed for both form and substance. The defendant sought leave to amend the formal defects, but the plaintiffs in the argument waived those grounds of demurrer, and the court, deeming the return defective in substance, sustained the demurrer for that cause (Record, p. 48) and awarded the peremptory writ.

In the case of Woodruff *vs.* Catlin, 54 Conn., 295, this Court held that the General Assembly had power to enforce the removal of the nuisance occasioned by the old crossing of Asylum street by two railroads, at grade, and to do it through the instrumentality of a commission.

In that proceeding the mode in which this commission was constituted was not called in question. It was a mere application by the commissioners for the appointment of appraisers in condemning land, and the land owners were the only parties who were heard by the Court. They took certain objections, which were overruled. We now take others, and take them in a proceeding of a very different character.

The original commission consisted of the Railroad Commissioners, Morgan G. Bulkeley, then Mayor of Hartford, and Henry C. Robinson, then a director and stockholder of the New York, New Haven & Hartford Railroad Co. (9 Special Laws, 102, Record, p. 11, Sec. 4.) The Act appointing them required Asylum street to be carried over the tracks (Sec. 1) and gave the city and the two railroads three months from the passage of the Act (*i. e.* from April 4, 1884) to agree on a plan; failing which the commissioners were to decide on one, and direct its execution (Sec. 4).

In March, 1885, this Act was amended by a provision for the payment of damages for any property "required to be removed or taken under the orders of said commissioners" (Record, p. 14), and by declaring that if the city and railroad should not "within said period of three months agree as aforesaid," the commissioners might order the carrying of the tracks over the street (p. 15).

On October 22, 1885, parties then acting as the board of commissioners adopted a plan for carrying Asylum street over the tracks (Record, p. 33), and ordered the appellant to comply with it (Record, pp. 29, 34). By this time, Henry C. Robinson had ceased to act on the board and became its attorney. Nathaniel Wheeler took his place as a member (Record, p. 37), and was also a stockholder and director of the New York, New Haven & Hartford Railroad Co. (p. 29).

On Feb. 19, 1886, by another amendment, the board were authorized to institute condemnation proceedings in their own names to obtain title to and appraise damages for "any road or other property" taken for this overhead bridge crossing, "including any already appropriated for railroad . . . purposes" (p. 17).

On March 24, 1886, the board re-enacted its votes adopting the overhead crossing plan (pp. 29, 39). They then brought the proceedings, which were in question in Woodruff *vs.* Catlin, 54 Conn., 277, which was decided Nov. 23, 1886. One of the objections urged against them was that the board might change its plan, but the Court declared that it would assume that they would not change it (54 Conn., 298).

Nevertheless, on March 11, 1887, the appellees, Mr. Wheeler being one, rescinded the previous orders for an overhead crossing, suspended all condemnation proceedings, and ordered the railroads to throw a bridge over the street, and lower its grade two feet, instead of raising it seventeen feet (p. 34), as had been previously ordered (pp. 29, 40). Such a bridge having been built, on Dec. 20, 1888, the commissioners passed the extraordinary decree (p. 29), which this suit is brought to enforce. The appellant appeared before them and objected in vain (pp. 20–22, 19, 42). It has nothing to do with bridging Asylum street, except that part relating to tracks on Asylum street, which tracks were promptly removed. It takes away $200,000 of our property, and pays us nothing for it. It operates in the interest of another railroad, which had its representative among the commissioners, and in aid of a suit pending in favor of the city of Hartford, whose mayor was also a member of the Court.

We shall group the causes of appeal in the following order:

1. The invalidity of the statute constituting the commissioners.
2. The invalidity of the order passed by the commissioners.
3. The defects in the present proceedings to enforce it.

Points.

I.

THE INVALIDITY OF THE STATUTE CONSTITUTING THE COMMISSIONERS.

A. Because it makes men judges in their own cause.

B. Because it vests judicial power in a body that is not a court.

C. Because it is a delegation of legislative powers.

D. Because it joins in one tribunal, judicial, legislative, and executive powers.

E. Because it denies us the equal protection of the laws.

F. Because it takes our property without due process of law.

G. Because it is repugnant to itself.

H. Because it is a grant of exclusive privileges.

A.

THE MESSRS. ROBINSON, BULKELEY, AND WHEELER, WERE MADE JUDGES IN THEIR OWN CAUSE.

It is a fundamental maxim of jurisprudence that no man can be a judge in his own cause.

Broom's Legal Maxims, 91.

Windham Cotton Mfg. Co. *vs.* H., P. & F. R. R. Co., 23 Conn., 373, 384.

Richardson *vs.* Welcome, 6 Cush., 332.

Lord Campbell said that it was "of the last importance" that this maxim "should be held sacred."

Dimes *vs.* Proprietors of the Grand Junction Canal, 3 H. L. Cases, 759.

Our statutes have deemed it reasonable to hold a "judge" not disqualified "in any proceeding in which any city, borough, or town is a party or interested, by reason of his being an inhabitant thereof or liable to taxation therein." Gen. Stat., Sec. 840.

We submit that this, if it covers such commissioners at all, does not apply to Mayor Bulkeley, because he was the "chief executive officer," and agent of the city of Hartford (9 Special Laws, p. 620), as well as a citizen and tax payer (Record, p. 28). The reason of the statute fails in such a case. The reason is the remoteness and pettiness of any single taxpayer's interest. But the Mayor of Hartford is its accredited representative, and general agent.

So far as Messrs. Robinson and Wheeler are concerned, the railroad company, in which each was a stockholder and director, was one of the three parties most nearly affected by the proceeding. As to them, Gen. Stat., Sec. 838, if the commissioners are to be considered as judges, is in

affirmance of the common law, in declaring that "when any judge may be liable to contribute to the damages, cost, or expenses, of any such proceeding, or when he may receive a direct pecuniary benefit by the determination thereof, he shall be disqualified to act, except as hereinafter provided."

It is settled that these statutes apply to commissioners on insolvent estates, and the principles on which they rest certainly cover every form of judicial proceeding, affecting private rights.

Stoddard *vs.* Moulthrop, 9 Conn., 502.

When our legislature was still the "General Court," and often sat in judicial mattters, the disqualifications of judges were regarded as applying to its members. The original form of Gen. Stat., Sec. 395, shows this to be its foundation :

"No Member of this Assembly shall appear as an Attorney at the Bar of this Assembly, unless it be in their own cause, or in the behalf of the Towns which they Represent; or in such Cases wherein the Law will not allow them to Sit as Judges; Any Law, Usage, or Custom to the contrary, notwithstanding."

Session Laws, 1731, p. 386, Ch. LXXVII.

The duty of the commissioners was to decide, among other things, how much the city, and how much each railroad should pay, of the expenses of the improvement. It was the interest of each of these gentlemen to throw as little as possible on the company in which they were concerned. Their interest as stockholders is the same as the interest of the corporation, and for the purposes of this objection, each was the corporation, as fully as a partner stands for the partnership.

English *vs.* Smith, 13 Conn., 221.

The appellant, so far as appears (and such we are advised is the fact), never assented to the appointment of any of the three gentlemen named. It has never recognized the authority of the commissioners. It has protested formally against their jurisdiction over it, on this very ground (Record, pp. 20, 21).

If the commissioners are judges, within the meaning of the statutes, then the disqualification of any could be waived "by consent of the parties in writing, given thereto in court." Gen. Stat., Sec. 841. This statute excludes any other form of waiver.

Keeler *vs.* Stead, 56 Conn., 501, 507.

An Act passed in 1889 has assumed to alter the law as to judicial disqualifications created by statute "in any civil proceeding." by making the judgment voidable, instead of void ; but this obviously relates only to judgments on which an appeal or writ of error lies. If it did cover any form of appeal in which the consideration of the objectionable judg-

ment is involved, then the year given for it did not elapse, in this case, until this appeal was brought. Public Acts of 1889, p. 9.

The demurrer to the return seeks to meet this objection by the suggestion that interested judges may sit, if there is a majority without them (p. 46, par. 8).

Such a claim is plainly untenable, and opposed to the authorities. Parties summoned before a tribunal of several members are "entitled to insist that all shall be impartial."

Fox *vs.* Hamilton, 10 Pick., 275.

"So it was held that if one of the magistrates hearing a case at sessions is interested in the result, the Court is improperly constituted; and that it is no answer to the objection, that there was a majority in favor of the decision, without the vote of the interested party; nor even that the interested party withdrew, before the decision, if it appear that he joined in discussing the matter with the other magistrates."

Hawley *vs.* Baldwin, 19 Conn., 590, citing Queen *vs.* The Justices of Hertfordshire, 6 Ad. and Ell., N. S., 753.

See also Cooley on Const. Limit., pp. 410–414.

B.

THE BOARD IS A COURT, UNCONSTITUTIONALLY CONSTITUTED.

When any of "the judicial power of the State" is vested in inferior courts, the judges must be annually appointed by the General Assembly. (Const., Art. V.)

If this board exercises judicial power within the meaning of the Constitution, it will not be disputed that it is illegally constituted.

That it does exercise judicial power, in fact, would seem to be implied by the language of this Court in the Plantsville depot case. There the Railroad Commissioners, in approving the abandonment of a depot, were held only to occupy only a quasi-judicial position.

"But it is not their duty, and they have no power to ascertain and determine the rights and enforce the relative duties of contending parties. Their whole power, and consequently their whole duty, in respect to the matter now under consideration, was to give or withhold their assent to the proposition of the railroad company."

State *vs.* New Haven & Northampton Co., 43 Conn., 351, 382.

Chester *vs.* Conn. Valley R. R. Co., 41 Conn., 348.

Now in the present case, no quasi-judicial authority is intrusted to an existing administrative board, regularly constituted by a general law for other and proper purposes; but a distinct judicial authority is given to five men newly constituted for this particular purpose, and for an indefinite term, two of whom may be appointed by private parties, inter-

ested in the subject of controversy (p. 13). The subject is how a certain nuisance may be best abolished, and at whose expense. These parties are immediately interested, and the expense must fall on one or more of them. The board therefore, unlike the Railroad Commissioners in the Plantsville case, have "power to ascertain and determine the rights, and enforce the relative duties of the contending parties."

They are to do just what our Constitution meant that no authority should do, except a Court constituted by a general law, to administer justice to all alike. If the men who met here in 1818, to frame this Article, had been asked to insert a provision giving the legislature power to authorize corporations, with conflicting interests, to appoint judges to be added to a board of public officers, before whom those interests were to be determined, the suggestion would have been scouted with contempt.

Brown *vs.* O'Connell, 36 Conn., 432, 446, 448.

C.

THE DELEGATION OF LEGISLATIVE POWER.

The grant of power in the Act in question contains these words (p. 15):

"Said commissioners are empowered to make any and all orders relating to said improvement, and to all matters and things pertaining thereto, which they may deem necessary and proper, in the same manner and to the same extent as the General Assembly might do and direct."

The Constitution (Art. III) vests "the legislative power of this State" in the General Assembly.

This includes the right to ordain as to all matters of territorial police, and as to any public nuisance committed by corporations created by the State in the exercise of their franchises.

State *vs.* New Haven & Northampton Co., 43 Conn., 351; S. C., 104, U. S. 1.

Woodruff *vs.* Catlin, 54 Conn., 295.

But this power must be exercised by law, though the law may be executed "through the instrumentality of a commission." The legislature must do all the legislating, and executive officers must do all the executing. But this Act gives the so-styled Commission power not simply to carry out orders of the General Assembly, but to make all orders in the premises which the General Assembly could make. Such a delegation of power is void.

Brown *vs.* O'Connell, 36 Conn., 446, 448.

"All courts agreed that legislative power cannot be delegated."

State *vs.* Wilcox, 43 Conn., 369.

The legislature had chartered the appellant with the right to acquire land at the place in question and lay tracks on it.

By its reserved power of altering or repealing our charter, it might by a direct act of legislation have repealed our right to the continued use of these tracks, on payment of due compensation. But it could not delegate this legislative right to others. Our franchise can only be abridged by the authority that gave it, and by its immediate action.

N. Y., Hous. & North. R. R. *vs.* Boston, Hartford & Erie R. R. Co., 36 Conn., 196, 201.

Nor is it a legitimate exercise of the police power of the State, to allow such a board to make what orders it pleases as to the removal of tracks. Town boards of health have been given wide powers by general laws, and this Court has upheld them, but they are "officers of local police" whose election by the towns is specially provided for by the Constitution (Art. X, Sec. 2). But even a board of health could not be authorized to destroy something totally unconnected with matters of health.

In the case at bar it is admitted by the pleadings that there are no such tracks within the limits covered by the order of the commission (p. 30, par. 11).

"As could in any wise affect the safety or convenience of travel upon any railroad or Asylum street, or as could affect the separation of the grades of the railroads and Asylum street, or the operation of any railroad across Asylum street, or as could, in any event, have anything to do with the execution of the intent or purposes of the said resolutions of the General Assembly under the plans adopted either by said board of commissioners or by the plaintiffs assuming to act as such."

The legislature itself could not make a thing a nuisance, by declaring it to be such, when it was not such in fact; and much less can it delegate such a power.

Tiedeman's Limitations of Police Power, § 122*a*.

Hutton *vs.* Camden, 39 N. J. Law, 122; 23 Am. Rep., 209.

Yates *vs.* Milwaukee, 10 Wall., 505.

Legislative power is also delegated for appointing State officers, for if these commissioners are anything they are such. The appointing power cannot thus be turned over either to a municipal corporation or to a railroad company.

Brown *vs.* O'Connell, 36 Conn., 447.

D.

THE COMMISSIONERS ARE GRANTED JUDICIAL, LEGISLATIVE, AND EXECUTIVE POWERS.

The Constitution (Art. 2) rests on the principle of the distribution of powers.

"The powers of government shall be divided into three distinct departments, and each of them confided to a separate magistracy, to wit, those which are legislative, to one; those which are executive, to another; and those which are judicial to another."

Our Courts have been disposed to construe liberally the limits thus set to the legislative power; but it has never been pushed to the extent of the present Act, before.

The commissioners are to judge between contending parties, to legislate by making all orders necessary to carry out the purpose of the legislature, and to execute by instituting condemnation proceedings (p. 17), and incurring any expenses they judge proper (p. 18, Sec. 4), and applying to any Court for aid "to procure the enforcement and execution of their orders" (p. 12, Sec. 5).

If this is not a confusion of powers, "opposed to the sound maxims of legislation," what can be?

Starr *vs.* Pease, 8 Conn., 548.

E.

WE ARE DENIED THE EQUAL PROTECTION OF THE LAWS.

1. Because forced away from the ordinary forum, before a partisan tribunal, and denied an appeal.

These Asylum Street Bridge Acts establish a rule of proceeding for the three parties especially interested, the railroads and the city, different from that which governs and protects the people generally.

The subject of legislation was a grade crossing near a city passenger station. The object was to abolish it. Our General Statutes give a remedy for any dangerous grade crossing. Gen. Stat., Sec. 3489, authorized the city of Hartford to apply to the Railroad Commissioners for an order covering substantially all the points touched by these Special Acts, and gave an appeal to the Courts.

They also give a remedy to prevent switching across any street or highway (Sec. 3493) with a like appeal (Sec. 3495).

These acts are constitutional.

Town of Westbrook's Appeal, 57 Conn., 95.

They are passed for the special classes of persons, known as railroad companies, and as they treat all alike, they are valid laws.

Grissell *vs.* Housatonic R. R. Co., 54 Conn., 447, 463.

But the Acts now in question pick out the appellant and N. Y., N. H. & H. Railroad, and deny them the remedy given to every other railroad company. Not only are they debarred from a hearing before the railroad commissioners in the first instance, granted to all others, but they are also debarred from any appeal to the courts.

Three parties are to be specially affected by this improvement, the city and the two roads. The forum is changed from the Railroad Commissioners, with an appeal to the Superior Court, to the Railroad Commissioners, unequally yoked with the chief executive officer of one party, and the other party itself (for Mr. Robinson was in law the corporation of which he was a director and stockholder), and with no appeal.

The XIVth Amendment would be worth little, if it did not protect us from such injustice.

Pembina Mining Co. *vs.* Pennsylvania, 125 U. S., 181, 188.

The legislature cannot constitute a special tribunal to decide a particular case, directly and unequally affecting the interests of different classes of persons.

They can authorize an existing tribunal of general jurisdiction, to re-hear a particular case; but this is allowed because the legislation affects the remedy only, not assuming to determine the right.

Wheeler's Appeal, 45 Conn., 306, 320.

2. Because the city's part of the expense was arbitrarily fixed.

These Acts provide that the commissioners may make such apportionment of the expense of the improvement as they "may judge reasonable; provided, however, that, in no event, shall said city of Hartford be required to pay any portion of the cost of any changes in the present depot, or of the construction of any new depot, and not exceeding one-half of all the other expenses, named under this resolution" (p. 16).

Not content with having the mayor of Hartford sit and vote with the Court, the power of the board to make what they may deem a "reasonable" apportionment, is limited so that they cannot throw any of the expense of depot changes or more than half of the other expenses on the city, even if they deem it reasonable to do so.

Under the General Statutes, Sec. 3489, the Railroad Commissioners, having the city and the two railroads before them, could throw all or any portion of the expense on any of them.

Town of Westbrook's Appeal, 57 Conn., 95, 103.

Town of Fairfield's Appeal, 57 Conn., 167, 171.

Of the three parties therefore, who under the general law could be forced to contribute to the cost of abolishing this nuisance, as an impartial tribunal might deem reasonable, one is singled out for a special favor, and not only given a voice in the apportionment, but exempted from anything more at the utmost, than a specified proportion.

The XIVth amendment as to State legislation "requires that such legislation shall treat alike all persons brought under subjection to it. The equal protection of the law is afforded when this is accomplished. . . . "Equality of protection implies not merely equal accessibility to

the Courts for the prevention or redress of wrongs and the enforcement of rights, but equal exemption with others in like condition from charges and liabilities of any kind."

Minneapolis Railway Co. *vs.* Beckwith, 129 U. S., 26, 29.

Grissell *vs.* Housatonic R. R. Co., 54 Conn., 459.

"The discriminations which are open to objection are those where persons engaged in the same business are subjected to different restrictions, or are held entitled to different privileges under the same conditions."

Soon Hing *vs.* Crowley, 113 U. S., 703, 709.

F.

OUR PROPERTY TAKEN WITHOUT DUE PROCESS OF LAW.

The provision of our Constitution (Art. 1, Sections 9 and 12) and of the U. S. Constitution (XIVth Amendment) are nearly identical in language, and quite so in intent.

They guarantee to every one the enjoyment of "the law of the land." They "secure the citizen against any arbitrary deprivation of his rights."

"Legislation is not open to the charge of depriving one of his rights without due process of law, if it be general in its operation upon the subjects to which it relates, and is enforceable in the usual modes established in the administration of government with respect to kindred matters: that is, by process or proceedings adapted to the nature of the case."

Dent *vs.* West Virginia, 129 U. S., 124.

Bostwick *vs.* Isbell, 41 Conn., 307.

But the Acts now under consideration are not general in their operation upon the subjects to which they relate. They give a special remedy for one grade-crossing in the State, a remedy for which was already provided by general laws; they restrict the share of the cost that might be charged to the city of Hartford to 50 per cent., although the general law imposed no limit; and they deny us the appeal to the courts given to all by the general laws. Nor are these Acts enforceable in the usual modes established as to kindred matters. The Board of Railroad Commissioners is an impartial tribunal, but this Board has two members apparently put on because it was intended they should be partial.

"Special Courts cannot be created for the trial of the rights and obligations of particular parties." Cooley on Const. Limit., 392.

Moreover, a hearing before any tribunal is a mockery if it is compelled to give an arbitrary decision. It is not due process of law to constitute a tribunal to determine in what proportion each of three corporations is responsible for a nuisance at Asylum street, and to tie the hands of that tribunal so that it may not apply any principles of general law or

any rules of distributive justice, but so that, even though it should consider 60 per cent. of the cost of the bridge what ought to be paid by the city, it must excuse the city from its just proportion, and must arbitrarily assess more than their share upon the other parties to the proceeding, together with all the large expense of building or renting a new depot, which is directly thrown on the railroads as a consequence of the plan adopted.

If it be claimed that the police power of the State is the all-sufficient justification of these statutes, reply that it is a power subject like any other to constitutional restrictions.

There is no magic in the word "police." It means nothing but political government (*politeia*). Wayne, J., said in the *Passenger Cases*, 7 How., 283, 324: "Police powers then and sovereign powers are the same, the former being considered so many particular rights under that name or word, collectively placed in the hands of the sovereign."

We are, however, unwilling to concede the existence of an indefinable power, superior to the constitution, that may be invoked whenever the legislature may deem the public exigency may require it, by which a party may be capriciously deprived of his property or its use, without compensation, whether such property consists of franchises or tangible forms of property."

Lake View *vs.* Rose Hill Cemetery Co., 70 Ill., 191, 197.

"That power has never yet been fully described nor its extent plainly limited further, at least, than this: it is not above the Constitution, but is bounded by its provisions; and if any liberty or franchise is expressly protected by any constitutional provision, it cannot be destroyed by any valid exercise by the legislature or the executive of the police power. . . . The legislature cannot without reason and arbitrarily, infringe upon the liberty or property rights of any person within the protection of the Constitution of this State; and that if the legislature shall determine what is a proper exercise of its police power, its decision is subject to the scrutiny of the courts."

People *vs.* Gillson, 109 N. Y., 389, 400–401.

It has been held by the Supreme Court of the United States that a State cannot be prevented from passing general laws for the benefit of the public health or morals on the ground that incidentally and consequentially property values are thereby lessened. A prohibitory liquor law was therefore sustained in Mugler *vs.* Kansas, 123 U. S., 663. But the Court says in this case:

"Undoubtedly the State, when providing by legislation for the protection of the public health, the public morals, or the public safety, is subject to the paramount authority of the Constitution of the United

States, and may not violate rights secured or guaranteed by that instrument."

It is settled that "the police power is not without limitations, and that in its exercise the legislature must respect the great fundamental rights guaranteed by the Constitution. If this were otherwise, the power of the legislature would be practically without limitation." . . . . "Under the mere guise of police regulations, personal rights and private property cannot be arbitrarily invaded, and the determination of the legislature is not final or conclusive."

Matter of Jacobs, 98 N. Y., 98, 110.

Nor can the police power of a State, since the XIVth Amendment certainly, justify taking private property without just compensation, for this is to take it without due process of law.

Davidson *vs.* New Orleans, 96 U. S., 102, 107.

In the case of the statutes in question here, either no compensation is provided for us for the removal of these tracks, as seems to be the opinion of the plaintiffs and the court below, for they have ordered the removal without providing for any; or, else, the compensation is to be assessed by or at the motion of the plaintiffs (p. 16). But compensation assessed by a partisan board, tied down to an arbitrary rule limiting the assessment on the city of Hartford, would not be *just* compensation. In Ohio, the city of Toledo assessed all the cost of widening a street and of taking land therefor on the abutting proprietors per front foot, and it was held a taking of that property without due process of law, and therefore forbidden by the Fourteenth Amendment to the Constitution of the United States.

Scott *vs.* Toledo, 36 Fed. Rep., 385, 396.

"Such compensation cannot be fixed by the State; but, to determine it, the State must provide an impartial tribunal before which both parties may meet and discuss their claims on equal terms."

State *vs.* Chicago, Mil. & St. Paul R. R. Co., 36 Minn., 402, 404.

The State had power to alter our charter, and to regulate the use of our property, but not to deprive us of it without fair payment.

People *vs.* O'Brien, 111 N. Y., 1.

"This power to regulate is not a power to destroy, and limitation is not the equivalent of confiscation. Under pretence of regulating fares and freights, the State cannot require a railroad corporation to carry persons or property without reward; neither can it do that which in law amounts to a taking of private property for public use without just compensation, or without due process of law."

Railroad Commission Cases, 116 U. S., 307, 331.

"The constitution does not define the deprivation which it prohibits,

but the authorities establish that it need not be entire or consist in the dispossession of the owner or destruction of the thing, and may, on the contrary, arise from an act which renders the thing less useful or valuable, or a law forbidding its appropriate use and enjoyment, although the owner is not dispossessed."

Hare on Constitutional Law, vol. 2, p. 756.

"Depriving an owner of property of one of its essential attributes is depriving him of property within the constitutional provision."

People *vs.* Otis, 90 N. Y., 49, 52.

"A serious interruption to the common and necessary use of property may be equivalent to the taking of it."

Pumpelly *vs.* Green Bay Co., 13 Wall., 166, 179.

The General Railroad Commissioners of Tennessee were given a few years ago unlimited power to order "any change of stations or station houses," or "in the mode of operating any road," and the statute was held unconstitutional on full consideration, as a practical destruction of vested rights of ownership.

Louisville & Nashville R. R. Co. *vs.* Railroad Commission of Tennessee, 19 Fed. Rep., 679, 694–6.

Railroad Commission Cases, 116 U. S., 336.

Chicago & Northwestern R. R. Co. *vs.* Dey, 35 Fed. Rep., 866, 878.

When Minnesota appointed three commissioners by name, to locate a State road and assess damages, it was held not that impartial tribunal to which the land owner was entitled, and the Act was declared void.

Langford *vs.* Commissioners, 16 Minn., 375, 380.

G.

THE PROVISION AS TO A FAILURE TO AGREE; REPUGNANCY OF THE STATUTE.

The original Act of 1884 (Sections 2 and 4), gave the appellant three months to endeavor to agree with the city and the Consolidated road, as to how to remove the obnoxious grade crossing, *i. e.*, to July 4, 1884. This declared a policy of giving the parties a reasonable opportunity to agree before resorting to compulsion. But in amending Section 4, in 1885, it was, inadvertently no doubt, made to restrict the opportunity to agree to the "said period of three months" (p. 15), named in Section 2 (p. 11), which period had already elapsed.

The Amendatory Act was therefore repugnant and inconsistent in its provisions. It would, presumably, not have been passed without giving an opportunity to agree. Yet the provision obviously designed to give one is so drafted as to be delusive. It refers to a future agreement to be made in a period of time already passed. And this provision is so fundamental a one that its failure renders the whole Act void.

H.

THE GRANT OF EXCLUSIVE PRIVILEGES.

Our Constitution declares (Art. I, Sec. 1) that all men are equal in rights, "and that no man, or set of men, are entitled to exclusive public emoluments or privileges from the community."

This has been held to cover an exclusive grant to a private corporation to lay gas pipes.

Norwich Gas Light Co. *vs.* Norwich City Gas Co., 25 Conn., 19, 38.

These Acts give to the New York, New Haven & Hartford Railroad Company the exclusive privilege of having a stockholder and director among the plaintiffs, and a like privilege to the city of Hartford, through its mayor, and it invests the plaintiffs with the exclusive privilege of determining without appeal how we shall use or not use our private property, lawfully acquired.

II.

THE INVALIDITY OF THE ORDER OF THE COMMISSIONERS.

A. Because shown to be beyond their jurisdiction.
B. Because not shown to be within their jurisdiction.
C. Because unreasonable.
D. Because Mr. Wheeler had no right to act on the board.
E. Because passed when the board was *functus officio.*
F. Because it takes our property without compensation.

A.

THE REMOVAL OF THESE TRACKS IS BEYOND THE JURISDICTION OF THE BOARD.

The Act of the legislature creating the board, "in scope and purpose, concerns protection of life. Neither in intent nor fact does it increase *or diminish the assets* either of the city or of the railroad corporations."

Woodruff *vs.* Catlin, 54 Conn., 295.

"The Act has a single end in view — to separate the grade of the railroads from that of the highway at intersection."

Ibid, 298.

For this end only could the board order new tracks laid, or existing ones removed (p. 15). The order of March 11, 1887, requiring the railroad to pass over Asylum street, accomplished this object (p. 40); and the order of December 20, 1888, requiring the removal of our tracks from the south line of Asylum street to the north line of Church street, so-called, was *ultra vires*, except so far as concerns the tracks on Asylum street, which would have been removed any way under the previous order.

The tracks north of the north line of Asylum street were on a part of our location which had not been interfered with, outside of the depot, necessary for our use, in order to do our ordinary business, and in no way affecting the travel on or crossing of Asylum street (p. 30). The demurrer admitted this, and that the continued use of these tracks could not "in any event have anything to do with the execution of the intent or purposes of the said resolutions of the General Assembly, under the plans adopted" (p. 30).

The removal of tracks within the 300 foot limit (p. 15) was plainly contemplated by the legislature only as something that might be incidental to the construction of new ones on another grade (p. 15). If the letter of the statute could be read so as to authorize such removal for any other cause, its spirit and intent are directly opposed to such a construction.

Could it in any way annoy the public to store cars on these tracks between Asylum street and "Church street so called?" And, if it did, what relation has that to the "one purpose of the Act," the nuisance at the Asylum street crossing?

Even were the proceedings of the Commission consistent with the constitutional guarantees of due process of law, their order, as to the tracks now in question, could not be sustained. So far as it referred to tracks on Asylum street there is no need to discuss it, for these tracks have been removed; but so far as it included within its scope tracks having no relation to Asylum street, it is simply an arbitrary decree outside of their powers, and depriving us of property of the value of $200,000.

It is useless to invoke the police power in defense of this order, for the record shows no facts constituting any occasion for exercising any police power as to the tracks now in question. It is self-evident that their existence on our land cannot affect the public health, morals, or safety. That they have no effect on the safety of travel on Asylum street or the railroads is admitted by the demurrer.

B.

THE ORDER NOT SHOWN TO BE WITHIN THE JURISDICTION OF THE BOARD.

1. Jurisdiction must appear to exist on the face of the papers.

If the board has any legality, it is a tribunal.

The Commission, if it has any legality, is a tribunal of limited jurisdiction, and "if a person will avail himself of the judgment of a court of special jurisdiction, he must aver and prove the facts necessary to give that jurisdiction."

Sears *vs.* Terry, 26 Conn., 273, 281, 282.

If it be claimed that the order of the Commission finds that the removal of the tracks *on and* north of Asylum street is necessary to accomplish the purposes of the resolution, so far as concerns the tracks on Asylum street. We have no occasion to dispute this, for there were none there after the time limited by the order (p. 30, par. 11), and the order makes no separate finding as to any necessity of removing those north of the north line of Asylum street. The finding in the order is therefore consistent with the admission of the demurrer.

But if otherwise, such a board cannot support its own jurisdiction by its own recitals in an order, which is called in question in a suit brought by them to enforce it.

Sears *vs.* Terry, 26 Conn., 282.

The order of the commission in terms finds that the completion of the improvement before ordered, the carrying out of the purposes of the resolutions, and *public convenience and necessity* require the removal of these tracks. If the tracks had been entirely within the limits of Asylum street, the words above italicised would not have been inserted. But the tracks north of Asylum street, and in part hundreds of feet away from the street, were not covered by the preceding language of the finding. It is these tracks, which are the ones now in question, that the finding declares public convenience and necessity require to be removed. But except by way of laying a foundation for condemnation proceedings, the commissioners had no jurisdiction to take property for public convenience and necessity, and certainly none to take such property without compensation.

2. No failure to agree is shown.

The Act of 1884 (p. 11, Sec. 2) gave the parties three months to agree in, and if they did agree, the commissioners, provided they approved it, were to have nothing further to do. (Sec. 4.)

The plaintiffs were bound therefore to allege a failure to agree. This was a jurisdictional fact, and the omission is fatal.

Southington *vs.* Clark, 13 Conn., 373.

C.

THE ORDER WAS UNREASONABLE.

The order of such a board can certainly rest on no higher ground than those of municipal corporations, made under their power to pass by-laws; and the reasonableness of a by-law is always a matter for the courts.

This order, in requiring us to surrender without compensation property worth $200,000, and the disuse of which had no relation to the Asylum street crossing, was against all reason, as well as all law.

D.

MR. WHEELER NOT A MEMBER OF THE BOARD.

There was no authority conferred for substituting Mr. Wheeler, or any one else, for Mr. Robinson, at any time, except at the outset of the proceedings. If either should "refuse or neglect to act," the vacancy might be supplied (p. 13). But the pleadings show that Mr. Wheeler first came into the board (p. 29, par. 3, 4, 6), after the original board had acted in the premises, and adopted a plan.

The coming in of a new member in the middle of the proceedings, unacquainted with the reasons for or against the previous action, could not but tend to produce inconvenience and inconsistency.

Our return (p. 31, par. 13) denied that the plaintiffs were legally constituted, and the evidence, if taken, would, we believe, have shown that the appellant never assented to Mr. Wheeler's appointment. The demurrer admitted this, for any informality in the return was waived (p. 48). And, if he was not even under the terms of the Act, a member of the board, on which he acted and voted, but was put there by one road without the concurrence of the other, his presence vitiated their action.

Hawley *vs.* Baldwin, 19 Conn., 590.

E.

THIS ORDER PASSED, WHEN THE BOARD WAS *functus officio.*

The commissioners, in 1885, adopted a plan for carrying the street over the railroads. They preface their order thus (p. 33):

"After thorough examination of all plans submitted by the parties interested, after hearing their several claims and arguments, and after patient investigation of the locality, the rights of parties, the requirements of the improvement, and the best method of carrying out the design and instructions of the Legislative Act creating and regulating this Board, the Board finds and adjudges that public convenience and necessity require the passage of the following vote approving a general plan for the work, and the following order providing for the execution of said plan, said order to be known as Order No. 1."

This action they reported to the General Assembly, which thereupon found that the plan had been adopted and approved by the Board "in compliance with the terms of" the Act which created them, and gave them certain new powers for its execution (p. 16). Prior to this, they had been authorized to elect between carrying the street over the railroad, or the railroad over the street (p. 14). This election they had exercised in favor of the former plan, and the legislature had confirmed their action by the Act of Feb. 19, 1886 (p. 16). They had brought con-

demnation proceedings under it, and this court had declared that it had "the right to assume that the commission will not change the plan adopted."

Woodruff *vs.* Catlin, 54 Conn., 298.

If all these things do not constitute an election, what can? A power is granted to choose between two courses. Part of the grantees have a private interest to subserve by the choice. The power is exercised, and the choice published, reported to the legislature, and approved; brought before the Courts and upheld. If after this, there can be a reconsideration and a resort to the other alternative, without a new grant of power, there is no safety in titles or private rights.

This Act, if valid, confers upon the commissioners the highest powers of sovereignty,— eminent domain, and the determination of public and private rights. It must be strictly construed where it affects private property, or property already held for public uses. Nothing short of new authority from the legislature could authorize a re-location of the crossing, and its incidents.

In re Poughkeepsie Bridge Co., 108 N. Y., 483, 15 No. East Rep., 604, 605.

F.

OUR PROPERTY IS TAKEN WITHOUT COMPENSATION.

The order of Dec. 20, 1888, on alleged grounds of "public convenience and necessity," requires the appellant to take up certain of its tracks laid within its location, on land it owns in fee, and which are necessary for the enjoyment and profitable use of such land, and cannot be taken up without a damage to the appellant of $200,000 (p. 30, par. 12).

These tracks are indispensable to the utilization of its freight yard, lying directly north of them, as it is so shallow a yard that in moving up trains it is necessary to run out and switch back on these tracks. Without such switching, the ordinary freight train could not be made up there, and the whole yard would become almost valueless; thus depriving us of an advantage we now have over our main competitor, the New York, New Haven & Hartford R. R. Co., in having a large freight yard in the immediate vicinity of the passenger depot, and near the business parts of Asylum and Main streets.

The order seems on its face to mete out the same requirements to both roads, but in fact it does not, because the N. Y., N. H. & H. R. R. Co. has no freight yard there to be affected by it, and also needed the site of the tracks it was required to remove, for use by passengers and vehicles approaching the depot, so that it would have removed them, anyway, of its own motion and for its own profit.

Not only is this attempt to deprive us of $200,000 of property, without compensation, forbidden by the Constitution of the State (Art. I, Sec. 11), but it disregards one of the provisions of the very Acts under which the commissioners proceed. The Act of Feb. 19, 1886, empowers the board (Sec. 1) to institute "for the use and benefit of the several parties to said improvement, as the case may be, proceedings for the taking of and appraisal of damages for, any land *or other property*, including any *already appropriated for railroad* or highway *purposes*, which in its judgment may be necessary or proper to be taken for the purposes of the improvement," and (Sec. 3) provides that where any payments are to be made for property taken as aforesaid, the board may direct "any party to said improvement to contribute to any other party such sum or sums as it may fix and determine to apply towards said payment" (Record, pp. 16, 17). So the original Act of 1884 gave the commissioners power (Sec. 4) to direct who should pay for whatever was incident to the improvement, "and what proportion of the entire expense, including land damages, each party shall pay and bear," and to determine the cost of any part of the work and order the manner and amount of payment, with a limitation in favor of the city of Hartford, as to its contributive share (pp. 12, 15).

It will not be disputed that a corporation is a person within the meaning of the Constitutional provision.

Gen. Stat., Sec. 1.

Pembina Mining Co. *vs.* Pennsylvania, 125 U. S., 181, 188.

Nor can it be disputed that the repeated references in the Acts to taking and paying for property "already appropriated for railroad purposes, included and indeed meant any property of the appellants, or of the Consolidated road.

The order of Dec. 20, 1888, nevertheless makes no provision for any compensation to us, and the Court, in enforcing it, makes no provision for such compensation, though the demurrer admits that the removal of these tracks would deprive us of a necessary part of our location, and damages us $200,000.

This must destroy the validity of the order, unless it can be supported on the ground that compensation will be made to us hereafter. But future compensation, as yet unassessed and unprovided for, cannot justify a present taking, and the removal of our tracks is a virtual taking not only of them, and the land they rest on, which, being in our location, is only available for railroad purposes but of our entire freight yard.

Hawley *vs.* Harrall, 19 Conn., 151.

Enfield Toll Bridge Co. *vs.* H. & N. H. R. R. Co., 17 Conn., 54–67.

Imlay *vs.* Union Branch R. R. Co., 26 Conn., 260.
Harding *vs.* Stamford Water Co., 41 Conn., 93.

"No legal indemnity has been provided; nor have the public a right when there is no existing law obligatory on the person invested with property, to take away his estate on their own ideas of a fit indemnity. In such case, the public is only an individual treating with an individual, and a provision, in some just and adequate manner, for compensation, is a necessary attendant on the due and constitutional exercise of the power of the law-giver to deprive an individual of his property without his consent."

Enfield Toll Bridge Co. *vs.* Conn. River Co., 7 Conn., 49.

III.

DEFECTS IN THE PRESENT SUIT.

A. No title in the plaintiffs shown.
B. The State not made a party.
C. No failure to agree, alleged.
D. The application not properly verified.
E. No demand alleged.
F. The denial of our petition to remove the cause to the U. S. Courts.
G. The form of the judgment rendered.

The motion to quash and the return set up numerous defects in the plaintiffs' title and proceedings. While at common law, in ordinary cases, a defendant who had several defences was compelled to make his choice among them and was only allowed to plead one, this was never the rule in mandamus proceedings. The reason given for the rule in ordinary cases was that the jury ought not to be confused by the existence of several issues. This reason failed in mandamus cases. It was always law that a defendant in his return might show all the reasons he had, whether of fact or law, why the alternative writ had not been complied with.

Rex *vs.* Church Wardens of Taunton St., James, Cowp., 413.
Rex *vs.* Mayor, etc., of Cambridge, 2 Term, Rep., 456.
Rex *vs.* Mayor, etc., of York, 5 Term, Rep., 66.
Bacon's Abridgment, Art. Mandamus, Vol. 4, p. 518.

The demurrer to the return goes back to the commencement of the pleadings. A peremptory mandamus cannot issue upon the sustaining of this demurrer unless the alternative writ is itself free from defects and shows a complete cause for issuing such writ.

King *vs.* The Margate Pier Co., 3 Barn. & Ald., 220.

Clarke *vs.* Company of Proprietors, 6 Ad. & El., N. S., 898.

The Commercial Bank *vs.* The Canal Commissioners, 10 Wendell, 26.

People *vs.* Ransom, 2 Comstock, 490.

Board of Trustees *vs.* People, 12 Ill., 248.

A.

NO TITLE IN THE PLAINTIFFS SHOWN.

The plaintiffs were bound to allege a title in each. As to four the statute designates them, but the title of the fifth depends on acts done under the statute. Nothing is alleged to show when or how Mr. Robinson became attorney of the board instead of a member of it, nor how or by whom Mr. Wheeler was appointed to succeed him. These were necessary and jurisdictional allegations.

Sears *vs.* Terry, 26 Conn., 273.

In lieu of them the plaintiffs simply sue "as they are a Board of Commissioners, constituted and appointed pursuant to and by virtue of a resolution," etc. (p. 1). We denied their allegations (p. 31, par. 13), and our traverse was demurred to as bad in substance (p. 48). The court erred in sustaining the demurrer. We had a plain right to put them to proof of their being what they claimed to be.

B.

THE STATE NOT MADE A PARTY.

The plaintiffs, if entitled to any relief, should have applied for their writ as relators, the State being the real plaintiff. It is a matter of public interest, and the acts should not be interpreted as departing from the due course of law by allowing five men, two of them with special interests to serve, to act for the State.

Lyon *vs.* Rice, 41 Conn., 245.

The State not being a party, and the plaintiffs' title being denied, and indeed being admitted by the demurrer not to exist, our return was sufficient. Chief Justice Marshall, in speaking of the judicial power of the United States, says:

"That power is capable of acting only when the subject is submitted to it by a party who asserts his rights in the form prescribed by law."

Osborn *vs.* United States Bank, 9 Wheat., 738, 819.

The same is true of the judicial power of this State. It can only be invoked by proper parties. Nor can it be invoked to aid the plaintiffs, by any administrative act, because that would not be a judicial act.

In re Application of the Pacific Railway Commission, 32 Fed. Rep., 240, 258.

C.

NO FAILURE TO AGREE ALLEGED.

The board could not act under the original statute (p. 11) until there had been a failure to agree. If there was such a failure, they should allege it, since on that depends their title to intervene.

Waterbury *vs.* Darien, 8 Conn., 162.

They alleged a title to sue, but if this can be construed as importing a prior failure to agree, then as we tendered an issue on their title to act, this involved the determination of the question.

"The issue thus formed may not be a very important one, but it is one which the appellant had the right to make. The petitioner had no right to resort to the court, until a failure to agree as to the matter specified."

Matter of Lockport & Buffalo R. R. Co., 77 N. Y., 557, 563.

D.

THE APPLICATION NOT PROPERLY VERIFIED.

The motion to quash because the application was neither signed by the plaintiffs in person, nor verified by the oath of any one (p. 25), should have been granted. Even if a rule to show cause had been asked, as is the usual practice, there should have been such a verification; much more when the alternative writ was issued, *ex parte*, in the first instance. The plaintiffs are not sworn public officers, but mere private individuals with a temporary and special authority.

High on Extraord. Legal Rem., Sec. 507.

Poultney *vs.* City of La Fayette, 12 Pet., 472.

E.

NO DEMAND ALLEGED.

The plaintiffs must found any right to the aid of the court on a breach of duty on our part. But they do not allege that we were ever asked by them to remove these tracks, or ever refused to do it.

It appears from the record (p. 30) that at the time when the application was brought, and the alternative writ issued, the defendant had no surface railroad tracks within that part of the territory covered by the order of the Commissioners which is within the limits of Asylum Street. No demand was made for the removal of any other tracks, and there was no refusal by the defendant. Under these circumstances a peremptory writ of mandamus could not issue.

King *vs.* Brecknock and Abergavenny Canal Co., 3 Ad. & El., 217.

Rex *vs.* Bristol Co., 4 Q. B., 162.
Rex *vs.* Trustees, 7 Jur., 323.
State *vs.* Governor, 25 N. J. L., 331.
Leonard *vs.* House, 15 Ga., 473.
Kemerer *vs.* State, 7 Neb., 130.
Coit *vs.* Elliot, 27 Neb., 294.
Condit *vs.* Commissioners, 25 Ind., 422.
State *vs.* Davis, 17 Minn., 429.
State *vs.* Schaack, 28 Minn., 358.

This is a technical point, but it was made *in limine* at the proper time (p. 27).

"A refusal to do the required act is essential and must be averred."

Douglas *vs.* Chatham, 41 Conn., 237.

D.

THE DENIAL OF OUR PETITION FOR REMOVAL.

The only question as to this is whether, on the face of this record, including the petition for removal, but not including any subsequent pleadings or matters, the defendant is entitled to a removal.

Burlington, Cedar Rapids & Northern R. R. Co. *vs.* Dunn, 122 U. S., 513.

The petition is brought under Sec. 2 of the Act of Congress of March 3, 1887, providing "that any suit of a civil nature at law, or in equity, arising under the Constitution or laws of the United States, or treaties made, or which shall be made under their authority, of which the United States are given original jurisdiction by the preceding section," &c., may be removed into the United States Circuit Court. The latter part of the clause quoted refers to the requirement of the first section, by which the sum necessary to give jurisdiction was raised to $2,000 from $500. It is not denied that all the requirements of Section 3, and this last requirement of Section 2, are present in this case. The only question, therefore, is whether it appears on the face of the record that this is a suit of a civil nature at law arising under the Constitution of the United States.

1. A mandamus is a suit of a civil nature at law.

In this country it has entirely lost its character as a prerogative writ.

In Gilman *vs.* Bassett, 33 Conn., 298, 305, the court, by Butler, J., says:

"Doubtless the writ was originally a prerogative one, but it has ceased to depend upon any prerogative power, and is now regarded in much the same light as ordinary process."

In State *vs.* N. H. & N. R. R. Co., 41 Conn., 137, the court, by Park, J., says: "We entertain no doubt that a proceeding of mandamus is an action at law," &c.

The same view is taken in the U. S. Courts. The Supreme Court says, in Kendall *vs.* United States, 12 Peters, 524, 615 :.

"The proceeding on a mandamus, . . . is an action, or suit, brought in a court of justice, asserting a right, and is prosecuted according to the forms of judicial proceedings," and in Kentucky *vs.* Denison, Governor of Ohio, 24 Howard, 66, 97, "It is equally well settled, that a mandamus in modern practice is nothing more than an action at law between the parties, and is not now regarded as a prerogative writ."

To the same point is Hartman *vs.* Greenhow, 102 U. S., 672, 674.

The meaning of the word suit in the Judiciary Act of 1789, which the act of 1887 replaces, has been repeatedly examined by the Supreme Court of the United States and held to include the extraordinary legal proceedings.

In Weston *vs.* City of Charleston, the Supreme Court by Marshall, C. J., says:

"If a right is litigated between parties in a court of justice, the proceedings by which the decision of the Court is sought is a suit."

In that case a suggestion filed by Weston seeking a writ of prohibition against the City of Charleston was held to be a suit.

In Boom Co. *vs.* Patterson, 98 U. S., 403, 407, and Searle *vs.* School District, 124 U. S., 197, proceedings in eminent domain are held to be a suit of a civil nature at law, and therefor removable into the U. S. Courts.

See also Kansas City & T. R. R. Co. *vs.* Interstate Lumber Co., 37 Fed. Rep., 3, and Kohl *vs.* U. S., 91 U. S., 367.

In another recent case, a proceeding by a city, under a State law, to widen a street through the depot grounds of a railroad was held removable as a suit of a civil nature at law.

Pacific Railroad Removal Cases, 115 U. S., 1, 5, 19.

In Green *vs.* Liter, 8 Cranch, 229, it was held that the U. S. Circuit Court had jurisdiction of a writ of right.

In Holmes *vs.* Jennison, Governor of Vermont, 14 Peters, 564, it is held that summary proceedings in *habeas corpus* before the Supreme Court of Vermont, constitute a suit within the meaning of the Judiciary Act of 1789.

In Ames *vs.* Kansas, 111 U. S., 449, and in State of Illinois *vs.* Ill. Cen. R. R. Co., 33 Fed. Rep., 726, *quo warranto* proceedings are held to be a suit under the Judiciary Acts.

In Columbia Ins. Co. *vs.* Wheelwright, 7 Wheat., 534, and in Kendall *vs.* The United States, 12 Peters, 524, mandamus proceedings are expressly held to be a suit within the meaning of the Act of 1789. See also especially the discussion of the law concerning mandamus by Chief Justice Taney in Holmes *vs.* Jennison, 14 Peters, beginning at the bottom of page 564, and extending into page 568.

In New Orleans, Mobile & Texas R. R. Co. *vs.* State of Mississippi, 102 U. S., 12 Otto, 135, a mandamus proceeding which was exactly like the present one was held to be removable into the U. S. Circuit Court.

That a mandamus proceeding is a suit at law cannot be questioned. That it is of a civil and not a criminal nature does not need argument. It is not sought to inflict a fine as in a criminal proceeding proper, nor to exact a penalty as in a *qui tam* action. An information in the nature of *quo warranto* was originally "a criminal method of prosecution, as well to punish the usurper by a fine for the usurpation of the franchise, as to oust him or seize it for the Crown." 3 Bl. Comm., 263. It is still criminal in form, but the fine has ceased to be inflicted, and it is universally treated as a suit of a civil nature. Mandamus never was a criminal proceeding. This writ corresponds in law to the writ of injunction in equity. Indeed, the object of the present suit might have been attained equally well by a bill in equity praying for an injunction to restrain the defendant from maintaining and using the tracks in question.

This point is conclusively settled in State *vs.* N. H. & Northampton R. R. Co., 41 Conn., p. 137. The first point decided in the case must have been determined otherwise, if a mandamus were a criminal proceeding.

What then is the meaning of the case relied on by the plaintiff's counsel, Rosenbaum *vs.* Bauer, 120 U. S., 450.

The case turns entirely on the following section of the Revised Statutes which re enacted section 14 of the Judiciary Act of 1789.

"Sec. 716. The Supreme Court, and the Circuit and District Courts, shall have power to issue writs of *scire facias*. They shall also have power to issue all writs not specially provided for by statutes which may be necessary for the exercise of their respective jurisdictions, and agreeable to the uses and principles of law."

In this case Rosenbaum sought to obtain a mandamus against the treasurer of the city of San Francisco. He first brought his action in a State Court and then almost immediately filed a petition for its removal into the U. S. Circuit Court on the ground of diversity of citizenship in the parties. As Judge Blatchford intimates, he knew that he could not on this ground bring his suit originally in the Circuit Court, but thought

to evade the operation of the established rules of law by bringing it first in a State Court and then removing it.

This was a trick which no Court would tolerate. It had been previously repeatedly held under the statute above cited that a mandamus suit could not be brought in the Federal Courts simply on the ground of diverse citizenship. Judge Blatchford's argument is that the language of Section 2 concerning removals is substantially the same as that of Section 1 concerning original suits, and that Rosenbaum could not therefore evade the effect of former decisions by this roundabout proceeding.

There is nothing in this case of Rosenbaum *vs.* Bauer which implies that a mandamus is not a suit of a civil nature at law. The language of the Circuit Court is unguarded in this respect and clearly at variance with all the cases cited in this brief. In the Supreme Court however the three able dissenting judges expressly assume that a mandamus is a suit of a civil nature at law and in equity, and Judge Blatchford says not one word to the contrary. The sole point of his argument and of the decision is that under Section 716 a plaintiff cannot either directly or indirectly get the U. S. Circuit Court to issue a writ of mandamus where there is no case involving "a dispute and controversy of which it has jurisdiction," merely on the ground of diverse citizenship.

It is not denied that where a federal question is raised by a defendant in a mandamus proceeding, which question is expressly within the jurisdiction of the U. S. Circuit Court, that Court has under the very terms of Sec. 716 all the power that is necessary to dispose of the case. The first and leading case on the whole subject cited by Justice Blatchford is McIntire *vs.* Wood, 7 Cranch, 504. In this case the Supreme Court said: "Had the 11th Section of the Judiciary Act covered the whole ground of the Constitution, there would be much reason for exercising this power" (to grant a mandamus) "in many cases wherein some ministerial act is necessary to the completion of an individual right arising under the laws of the United States, and the 14th Section of the same act would sanction the issuing of the writ for such a purpose." In other words: The act of 1789 did not give the Circuit Courts of the United States jurisdiction over suits arising under the laws of the United States. If it had, the 14th Section of the same act would have sanctioned a mandamus proceeding in a suit arising under the laws. Section 2 of the Act of 1887 does give the Circuit Courts of the United States jurisdiction of suits arising under the Constitution and laws of the United States, and therefore Section 716 of the Revised Statutes, which is the same as Section 714 of the Act of 1789, gives these Courts power in such cases to issue this writ.

It is incredible that the majority of the Supreme Court could have

meant to discredit this reasoning of the leading case cited, without even considering it. It is impossible that they intended to directly overrule New Orleans, Mobile & Texas R. R. Co. *vs.* Mississippi, 112 U. S., 135, without referring to it.

A contrary intention is clearly shown by these words of Mr. Justice Blatchford :

"The right of action claimed does not arise under the Constitution, or a law, or treaty of the United States. It exists, if at all, under a statute of the State. The State is not alleged to have passed any law impairing the obligation of any contract of which the plaintiff claims the benefit, or to have deprived him of any right secured to him by the Constitution of the United States."

That the members of the Supreme Court do not understand that Court to have established any such doctrine as is contended for by the opposing counsel in this case unmistakably appears by the case Illinois *vs.* Ill. Cent. R. R. Co., 33 Fed. Rep., 726, decided a year after Rosenbaum *vs.* Bauer. In this case, Mr. Justice Harlan holds that an information in the nature of a *quo warranto*, though prosecuted directly by the State and not on the relation of any private party, is removable into the U. S. Circuit Court. It is impossible to draw any distinction between mandamus and *quo warranto*. Both were originally prerogative proceedings brought only in the Court of King's Bench. Both were regulated and assimulated to other civil proceedings by the same statute (9 Anne, C. 20). Sec. 716 of the Revised Statutes applies as much to one as to the other. Yet Mr. Justice Harlan in this case decides that since the defendant sets up a defence under the Constitution of the United States, the case under the Act of March 3, 1887, is removable into the U. S. Circuit Court.

2. This is a case arising under the Constitution of the United States.

It is immaterial whether such a case is stated by the plaintiffs or by the defendant. It exists wherever a defendant sets up a defense under the Constitution of the United States, or if the decision of the suit against the defendant involves the construction of the Constitution of the United States.

R. R. Co. *vs.* Mississippi, 112 U. S., 135.

It is expressly stated in the petition for removal that this case arises under the Constitution of the United States in that it deprives the petitioner of property without due process of law and denies to it the equal protection of the laws. Among the facts alleged, upon which the question arises, are the following : That the petitioner is compelled to try its case before a special tribunal constituted for that particular case and

not in accordance with the general laws of the land, that this tribunal is not allowed to proceed according to any principles of law or rules of distributive justice, but is limited by an arbitrary rule of apportionment, that the petitioner is denied the equal protection of the general laws which allow an appeal in cases of the same sort to the Superior Court, and that by the particular order sought to be enforced the petitioner is deprived of its property not for any public use, nor upon compensation, but by an arbitrary decree.

G.

DEFECTS IN THE FORM OF THE JUDGMENT.

1. The finding as to the plaintiffs' title.

The only issue heard by the court was closed on a demurrer to the return. Yet the judgment finds "that the allegations of the application are true" (p. 49). We denied many of them in our return (p. 31, par. 13) both as alleged in the application, and as repeated in the alternative mandamus, and the only issue was as to the sufficiency of our traverse, as matter of substance (48). Surely we had a substantial right to deny any of the plaintiff's allegations. Issues of fact in mandamus cases stand on the same grounds as in any others.

Cook *vs.* Tanner, 40 Conn., 381.

If the plaintiffs were, for any reason, not the official body they claimed to be, they certainly could have no standing in court to ask for a mandamus. Possibly a more technical mode of raising this issue might have been to aver that the plaintiffs were not the board of commissioners as which they were described in the alternative mandamus, because Mr. Wheeler was not duly appointed; but all defects of form in our return being waived (p. 48), the court both erred in sustaining the demurrer to our traverse, and in further finding, without any evidence whatever, a substantive and jurisdictional allegation in the original application true. Had a rule to show cause been issued, in the usual way, we could then, *in limine*, have set up their want of title as a full answer to their application. No such rule having been issued, our first opportunity to raise this question was on our return.

Sustaining the demurrer is virtually holding that any five individuals who claim to be public officers can obtain a mandamus in behalf of the public, although in fact their claim is without foundation, and this is pleaded in defense. And a finding on sustaining a demurrer to the return, that the allegations of fact in the original application are true, is to find something wholly outside the issue. Yet without this last finding, the judgment would be void, for want of any ascertainment of the plaintiffs' title.

2. The peremptory mandamus departs from the alternative writ.

The precept of the alternative writ was, that we "do forthwith take up and remove all your said surface tracks, etc." (p. 6). That of the peremptory writ, as ordered (p. 49), is that we "forthwith, *on service thereof*," take up and remove the tracks.

This is a substantial difference. "Forthwith" means "with reasonable dispatch," but adding "on service thereof," means instantly, without time to file an appeal, or even to consult counsel, on penalty of being in contempt.

"It is evident from all the authorities that the words 'forthwith' and 'immediately' are not to receive a strict literal construction. Some time must necessarily be given. Some cases require more time, some less. To undertake to say as a matter of law what shall and what shall not be regarded as reasonable time, must necessarily be attended with great difficulty."

Lockwood *vs.* Middlesex Mut. Assurance Co., 47 Conn., 568.

In adding in the peremptory writ, "on service thereof" to "immediately," it must have been meant, and was meant to make the order more stringent than in the alternative writ, by giving to "immediately" a forced and definite construction, differing from its common and natural construction.

Any difference between the two writs is fatal.

Douglas *vs.* Chatham, 41 Conn., 210, 237.
State *vs.* Ousatonic Water Co., 51 Conn., 137, 139.

EDWARD D. ROBBINS,
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GEO. M. WOODRUFF *et al.*, COMMISSIONERS, vs. THE NEW YORK & NEW ENGLAND R. R. Co. } SUPREME COURT OF ERRORS, FIRST JUDICIAL DISTRICT, January Term, 1890.

BRIEF FOR APPELLEES.

The questions arising upon the assignments of error may be divided generally into four classes:

FIRST. Those questions which relate to the petition for removal of the case to the United States Circuit Court, and the action of the court below thereon.

SECOND. The questions which relate to the constitutionality of the Acts of the Assembly under which the Commissioners proceeded, and to their orders under such acts.

THIRD. Questions arising as to whether certain allegations of the return raised questions of law or presented issues of fact.

FOURTH. Certain technical questions raised by the assignments.

I.

There was no error in the court's refusal to grant the petition for a removal of the cause to the United States Circuit Court.

The court will refuse to grant such a petition if, in its judgment, after inspecting the whole record of the case and motion, the proceeding is one which is not in law removable by the defendant.

Courts of very high authority, in cases hereinafter cited, have gone farther than the foregoing proposition, and have decided that in an attempt to remove a cause from the State court, the State tribunal may not only pass upon all the legal points of removability, but also upon all controverted questions of fact which are necessary elements of the cause for removal.

It is not necessary, however, to go so far as that, but only to insist that in matters of law apparent upon the pleadings, the State court not only may, but is in duty bound to deny the prayer of the petitioner, if, in its judgment, the pleadings do not present a legally removable case.

First. Any other view of the matter reduces the judiciary of the State of Connecticut to the position of somebody's servant, without either honor or compensation. This no act of Congress has ever assumed to do.

The decrees of this court are judicial acts. The claim that a defendant has a right to carry off a cause which he happens to think is removable, without the concurrence of the court to whom he addresses

his petition, in his legal conclusions, puts a dishonor upon the court, which is not for a moment to be endured.

And the claim is reduced to the absurd when it is made not by a suitor but by a defendant answering to a public prosecutor for disobedience to the mandates of the very State of whose sovereignty the local court is a part.

SECOND. Courts are and ought to be very slow to surrender their own jurisdiction.

These are the views of the authorities.

State *vs.* Sargent, 129 Mass., 503, and citations from earlier Massachusetts cases and from the Federal courts.

Avery *vs.* Manning, 144 Mass., 153, and citations.

Holden *vs.* Insurance Co., 46 N. Y., 4.

The rules of the text-books upon Federal law, and of the Supreme Court of the United States, are the same.

Foster's Fed. Jud. Acts says, at page 36: "The case having been originally brought to the State court, its jurisdiction has attached and it cannot be compelled, nor in fact is it justified in parting with its jurisdiction unless the record presented to it shows that the case is properly removable under the law, etc., etc."

See also to the same purport Judge Shiras's opinion in Winnemans *vs.* Edington, 27 Fed. R., 326.

See also Curtis on Removal of Causes, p. 168.

Sewing Machine Co. *vs.* G. & B., 18 Wall., 553.

Vannevar *vs.* Bryant, 21 Wall., 41.

Railroad Co. *vs.* McKinley, 99 U. S., 147.

Fashnacht *vs.* Frank, 23 Wall., 416.

Insurance Co. *vs.* Pechner, 95 U. S., 183.

Meyer *vs.* Construction Co., 100 U. S., 457.

The late case of Railway Co. *vs.* Dunn, 122 U. S., 513–516, settles the thing conclusively, so far as the present question goes.

The cause is not one which is removable from the State to the Federal court.

If removable at all it is because it is, in the language of the second section of the Judiciary Act, a "suit of a civil nature, at law or in equity, arising under the Constitution of the United States."

The proceeding is not a "suit of a civil nature at law or in equity," nor do the pleadings show a case that involves questions under the Federal Constitution.

In examining these questions the court may examine the application for a mandamus, the alternative writ, the motion to remove, as well as the statutes and orders made by reference part of the pleadings.

A. This is not a "suit of a civil nature at law or in equity."

It is a mandate of the Superior Court in the exercise of its extraordinary powers to one of its citizens, requiring the citizen to fulfill a duty to the public.

Such a mandamus is a "case," a "proceeding," but is in no sense a suit at law or in equity. It establishes no individual's rights; it vindicates no individual's wrongs. It is a decree of the Judiciary of the State passed in compliance with statutes of the General Assembly representing both the legislative and judicial powers of the State, in the peculiar manner which our general court does, which statutes delegate, as far as they lawfully may, the full powers of the General Assembly itself to protect the public safety. These very acts have been construed by the highest court of the State in Woodruff *vs.* Catlin, 54 Conn., 277, and are there defined to be acts concerning the "protection of life," to be "the exercise of the governmental power and duty to secure a safe highway," that "three corporations create the nuisance," that "the Legislature having determined that the intersection of two railways with a highway in the city of Hartford at grade is a nuisance dangerous to life, in the absence of action on the part either of the city or of the railroads, may compel them severally to become the owners of the right to lay out new highways and new railways over such land and in such manner as will separate the grade of the railways from that of the highway at intersection; may compel them to use the right for the accomplishment of the desired end; may determine that the expense shall be paid by either corporation alone or in part by both; and may enforce obedience to its judgment. That the Legislature of this State has the power to do all this, for the specified purpose, and to do it through the instrumentality of a commission, it is now only necessary to state, not to argue;" — that they do not conflict with the fourteenth amendment of the United States Constitution.

This act also directs — "the courts of this State and the judges thereof are hereby fully empowered, upon proper proceedings, brought by or at the instance of said commissioners, or any interested party, to enforce by mandamus, or otherwise, the orders of said commissioners made under the authority of this resolution."

Private Laws, 1884, p. 1028, Section 5.

To call this action of the Superior Court exercising its supreme power to carry out a decree of a State commission, a "suit of a civil nature" is a misnomer.

Over such a proceeding the Circuit Court of the United States has no jurisdiction.

From the earliest history of the court until the present day, it has

always been held in the Federal courts that the Circuit and even the Supreme Court has no jurisdiction in mandamus excepting —

1. Where the suit is ancillary to some other proceeding cognizable in the United States Court.

2. Where special statutory provisions of Congress authorize it, as in the case of the Union Pacific Railroad Company's charter, and also in the Interstate Commerce act.

In no other cases is mandamus cognizable by Federal courts.

High on Extraordinary Remedies, Sections 28, 98, 99, 392, 394.
McIntire *vs.* Wood, 7 Cranch, 504.
McClunie *vs.* Silliman, 6 Wheat., 598.
U. S. *vs.* U. P. R. R. Co., 2 Dill., 259.
Green Co. *vs.* Daniels, 102 U. S., 187.
Davenport *vs.* Dodge Co., 105 U. S., 237.
Louisiana *vs.* Jumel, 107 U. S., 711.
Bath Co. *vs.* Avery, 13 Wall., 244.
Graham *vs.* Norton, 15 Wall., 427.

Rosenbaum *vs.* Bauer, 120 U. S., 450, is the latest of the Supreme Court decisions in this matter, and it is noticeable that in that case even the opinion of the dissenting minority virtually concedes that the Federal courts have no jurisdiction originally or by transfer over mandamus in a case like this one, pages 457 and 463, not only on account of the language of the Judiciary Act, but by the exclusions of section 716, Revised Statutes U. S.

But it is immaterial by what title this case is called, or by what form of proceeding the State of Connecticut seeks to compel obedience to its laws. This is a prosecution of the defendant for failure to perform their duty to the public, and is in no sense a suit to enforce individual rights, or to redress individual wrongs.

The prosecutors have no interest in the result; they state to the court the decrees which they have made as a commission of the Legislature to the Judiciary of the State, and the Judiciary makes its decree, to which the defendant must plead or suffer punishment. It is in no sense a "civil suit at law or equity."

Burrell, Law Dict., 276, defends a civil right as "the right of a citizen; the right of an individual as a citizen; a right due from one citizen to another, the privation of which is a civil injury, for which redress may be sought by a civil action."

And a civil action, page 294, as "An action is 'civil' when it lies to enforce a private right, or redress a private wrong. It is criminal when instituted on behalf of the sovereign or commonwealth in order to vindicate the law by the punishment of a public offense."

Blackstone says, vol. 4, p. 5, "The distinction of public wrongs from private, of crimes and misdemeanors from civil injuries, seems principally to consist in this: That private wrongs or civil injuries are an infringement or privation of civil rights which belong to individuals; public wrongs, or crimes and misdemeanors, are a breach and violation of public rights and duties due to the whole community, considered as a community, in its social aggregate capacity."

Rapalye & Lawrence say, page 21, "A civil action is an action brought to recover some civil right, or to obtain redress for some wrong not being a crime or misdemeanor."

Bouvier, page 317, says: "A personal action, which is instituted to compel payment, or the doing of something which is simply civil." "At common law: An action which has for its object the recovery of private or civil rights or compensation for their infraction."

A very late Federal case is pertinent to this branch of our investigation.

Iowa *vs.* C., B. & Q., 37 Fed. Rep., 497.

And Judge Harlan in Illinois *vs.* R. R. Co., 33 Fed. Rep , 721, says that the form is unimportant, that (in substance) the question is, is the action brought to enforce a private right?

See also Ferguson *vs.* Ross, 38 Fed. Rep., 161, to the same point, and Wisconsin *vs.* Pelican Ins. Co., 127 U. S., 265.

Again, the Federal Congress has never attempted to interfere or to claim the right to interfere with the governmental powers of a State in protecting public life.

Any attempt to invoke the aid of the Federal courts in this direction has been scouted by the United States Supreme Court, which eminent tribunal is certainly not open to the charge of shunning jurisdiction, or of fearing centralization of power within its own chambers. See

Coe *vs.* Errol, 116 U. S., 517.
Mugler *vs.* Kansas, 123 U. S., 623.
Kidd *vs.* Pearson, 128 U. S., 1.
Railway Co. *vs.* Ala., 128 U. S., 96.

And that learned tribunal has even conceded that in the right of eminent domain, inferior to the governmental police powers which justify confiscation of property for the public good, the United States courts cannot interfere with the State.

Boone Co. *vs.* Patterson, 98 U. S., 403.

Of course this must be so under our Constitution, which wisely left the police powers of government to the several States.

B. The question does not arise under the Federal Constitution within the scope of the right to remove.

1. It must appear that the Federal question *must* arise in the determination of the controversy; if it only may arise the case must remain in the State court, and if it does arise, it goes thence to the Supreme Court on error.

Iowa *vs.* R. R. Co., 33 Fed. Rep., 391.

In the motion to quash, the defendant raises sixteen points of defense to the proceeding. Eleven of these points do not pretend to raise a Federal question. Of the remaining five, three state an offense to the United States court or the fourteenth amendment in general terms only, which, being a statement of a conclusion of law, has been held many times to raise no Federal question.

G. W. Co. *vs.* Keyes, 96 U. S., 199.
Green *vs.* Ins. Co., 109 U. S., 278.
Carson *vs.* Dunham, 121 U. S., 421.

In two of the items, 6 and 7, a Federal question is in form raised. And the very motion to remove raises other than Federal issues.

But the suit is not removable, because the claim that there is a Federal question raised is frivolous and obviously intended for purposes of delay and hindrance to the will of the State.

After the opinions of the United States Supreme Court in Mugler *vs.* Kansas, 123 U. S., 653, *et seq.*, and in R. R. Co. *vs.* Alabama, 128 U. S., 96, and in the many previous decisions of that court therein cited, it is absurd to claim that governmental legislation "can come within the fourteenth amendment, in any case, unless that its real object is not to protect the community, or to promote the general well being, but, under the guise of police regulation, to deprive the owner of his liberty and property without due process of law." (Opinion of court in Mugler *vs.* Kansas, p. 659.)

To say that the Legislature intended such a thing as an outrage under the guise of the police power, in a statute which our own Supreme Court has decided to be a proper and wholesome statute of police regulation, and to be outside of any claim under the fourteenth amendment of the United States Constitution, is worse than frivolous,—it is almost impertinent.

It is evident that a claim of absence of "due process of law" in a statute which provides for enforcement of its commission's decrees by application to this very court, is absurd.

To take a proceeding away from this court, which proceeding is as near a high prerogative writ as anything can be in Connecticut, and to transfer it to the United States Circuit Court and to the conclusions of a single Federal judge, whose decision upon a motion to remand is not a ground of error, would simply allow a recalcitrant defendant to defeat

the will of a Legislature, whose powers are both legislative and judicial, and which general court has decreed (after a full hearing of all parties in interest, including this defendant) the abolition of a nuisance in the interest of public safety.

II.

The acts in question and the orders under them are in no respect repugnant to the Constitution of the United States or of Connecticut, and all questions of that character and the right to raise them have been waived by these defendants by their own conduct:

First, Because there was no interest such as would disqualify them in any of the Commissioners, and if there was, these respondents have waived it.

It is urged that Mayor Bulkeley, Mr. Wheeler, and Mr. Robinson were interested, and therefore their acts for one reason and another are void. As Mr. Robinson never acted in the matter or on the board at all, his interest is not important.

In regard to Mr. Bulkeley's interest in Hartford, the statute, General Statutes, Section 840, disposes of the objection even if he were acting as a judge.

Mr. Wheeler was selected by the two railroad companies as a mem- of this Commission, as the law allowed. (Special Acts of 1886, page 13, section 7.)

As to the interest of Mr. Bulkeley or Mr. Wheeler, or either of them, it is unimportant, because the act provides (Special Acts, 1886, page 18, sec. 5) that the act of the majority shall be a valid act, and the order whose validity is in dispute is made by the whole Commission, including a disinterested majority. (Record, pages 19 and 20.) The cases which hold that an imperfection in one member of a board is sometimes imputable to the board as a whole, have no application to a case where the statute creating the board expressly provides for a failure on the part of a minority, and where the order in question is made by the whole board.

If the tribunal is not in all respects perfect, the imperfection has been waived by the appellant. It appears from the reports of the Commission to the General Assembly that this very overhead plan, involving the order complained of, was made on the petition of the two railroad companies.

R. R. Commissioners' Report, 1886–7, pages 70–71.

The board had previously adopted another plan, with which the railroad company was dissatisfied, and it would be strange indeed if a railroad company could choose a member of the board, could act under

its orders for years, could formally petition the board to rescind a plan which seemed unwise because it was too severe upon the railroad company, and to allow them to submit new plans, and when the board had complied with the request of the railroad company and adopted the new plan, for the first time to discover and urge that the board is interested, unconstitutional, and incompetent.

It is further urged by the appellant that the laws in question are an interference with the "social compact," the "laws of the land," and with the maxim that "no man may be a judge in his own cause."

(1) As the Commissioners are not judges, State *vs.* N. H. & N. Co., 43 Conn., 382; (2) as the suppression of a nuisance is not a "cause"; (3) and as a public controversy is not an individual's own cause, the resolutions raising the commission would seem to be innocent of so grave a charge.

Second, As to the "exclusive privileges" granted the commission, it would be a novelty to find that serving the public without compensation and with very few thanks is an exclusive privilege. If the commission is made a monopoly, or is decorated with a symbol of nobility by the acts in question, so is the Railroad Commission, the Insurance Commission, the Bank Commission, etc., etc.

It has been held that objections of a much more serious character than any urged against these acts could be waived by the conduct of the party. Our court has held that even a right to a pure jury could be waived not only by a criminal who had no knowledge of the partiality, but by his counsel who had no knowledge of it until the jury had retired.

State *vs.* Tuller, 34 Conn., 280.

Third, The acts of the General Assembly and the orders issued under them are merely matters of police regulation, being enacted by the government to suppress a nuisance dangerous to life, and being adequate and well adapted to secure that end.

The claims that the law is offensive to the fourteenth amendment to the United States Constitution, and to the eleventh section of the Bill of Rights, and that the acts do not provide for due process of law, and that they invade natural justice, that the proceedings attacked are outside of the constitutional tribunals for trying causes, and that the act confers upon the commission arbitrary powers, have all been determined by this learned court in Woodruff *vs.* Catlin, 54 Conn., 277, most of those questions being disposed of in a peculiarly emphatic way; to re-argue them so soon would hardly be courteous to this court.

In that case the questions were raised by innocent land-owners whose property, in one case whose homestead, was invaded by the incidental use of eminent domain in the fulfillment of the governmental

powers of the State. In the case at bar the questions arise purely and simply in a direct attack of the Government upon a nuisance, and are raised by one of the parties who created and is continuing it, and who now, after having disobeyed the mandate of the State for five months, and after having *resisted it in court* by all manner of ingenuities and by all the shunnages open to litigation, asserts that he is to be mulcted without "due process of law."

There is hardly a conceivable case which arises under any police regulation of any State for the protection of public health and safety, from the order of the health officer which requires a new drain, to the immense engineering and expense involved in raising or sinking a great railroad track in a city, in which the same cry could not be raised.

The use, or even the confiscation, of all property is held subservient to this larger title of the public safety. To support such a proposition by authorities is to almost insult this learned court.

Woodruff *vs.* Catlin, *sup.*
Raymond *vs.* Fish, 51 Conn., 80.
Mugler *vs.* Kansas, *sup.*
R. R. Co. *vs.* Beckwith, 129 U. S., 26 —

are a few of the leading ones which state the doctrine in clear terms, as does every writer and authority upon constitutional law.

The point raised, of an offense to the right of trial by jury, is settled, if it needed settlement, in Westbrook *vs.* R. R. Co., 57 Conn., 96.

The point that the appellant is denied the equal protection of the laws, because some (very few) orders of the Railroad Commissioners can be appealed from and the orders of the Commissioners are not open to appeal, would make all the police regulations vested in the Railroad Commissioners and in health boards from which there is no appeal, invalid.

The defendants mistake the meaning of the clause of the fourteenth amendment relating to the equal protection of the laws as shown by their application of its provisions to the present case.

"That clause does, undoubtedly, prohibit discriminating and partial legislation by any State in favor of particular persons as against others in like condition. . . . But the clause does not limit, nor was it designed to limit, the subjects upon which the police power of the State may be excited. The State can now, as before, prescribe regulations for the health, good order, and safety of society, and adopt such measures as will advance its interests and prosperity. And to accomplish this end special legislation must be resorted to in numerous cases, providing against accidents, disease, and danger, in the varied forms in which they may come. The *nature and extent of such legislation will necessarily depend upon the judgment of the Legislature* as to the security needed by society.

. . . . The concluding clause of the first section of the fourteenth amendment simply requires that such legislation shall treat alike all persons brought under subjection to it. The equal protection of the law is afforded when this is accomplished. . . . . Class legislation, discriminating against some and favoring others, is prohibited; but legislation which, in carrying out a public purpose, is limited in its application, if within the sphere of its operation it affects alike all persons similarly situated, is not within the amendment."

Minn. & St. Louis R. R. Co. *vs.* Beckwith, 129 W. S., 26.

The application of the foregoing principles to the case at bar is too apparent to call for comment.

Two of the parties creating the nuisance referred to in Woodruff *vs.* Catlin had surface tracks running north from Asylum Street, across Church Street, and were the only parties concerned in the nuisance "similarly situated" in that respect. The acts in question and the order of the Commissioners make no discrimination between them. Both railroad companies are ordered to take up and remove their surface tracks lying south of the north line of Church Street, in order to protect the public against the dangers of a man-trap at that crossing, occasioned by and resulting from the elevation of the tracks, and the only three parties contributing to make the nuisance are by the acts made all subject to the jurisdiction of the Commissioners for all the purposes of the act; the city must make new highways if necessary, the railroad companies must elevate, or depress, or remove the tracks. This order violates no right of the defendants to the equal protection of the laws.

This claim reaches too far; besides, as we shall by and by see, these acts only raise a committee, selected with marked wisdom, to carry out the details of a decree passed by the General Court, and the enactment of the General Assembly, in passing a private statute of a governmental character. It is altogether too late to question the power of the General Court to pass laws which, in other jurisdictions, might be called judicial legislation.

Wheeler's Appeal, 45 Conn., 306.

The objection that only one-half of the expense of the improvement is assessable against the city of Hartford, is no longer open to discussion. The general law had the same feature, and the court has sustained the law over and over again.

Fairfield *vs.* R. R. Co., 57 Conn., 167.

This feature of this very law is sustained in Woodruff *vs.* Catlin, *sup.*

These three resolutions of 1884, 1885, and 1886, relative to Asylum Street crossing and a new depot, are not difficult to understand or inter-

pret. The general character of the acts is defined in Woodruff *vs.* Catlin, 54 Conn. (*supra*), in the opinion by Judge Pardee:

"The act, in scope and purpose, concerns protection of life. Neither in intent nor fact does it increase or diminish the assets either of the city or of the railroad corporations. It is the exercise of the governmental power and duty to secure a safe highway. The Legislature having determined that the intersection of two railways with a highway in the city of Hartford at grade is a nuisance, dangerous to life, in the absence of action on the part either of the city or of the railroads, may compel them, severally, to become the owners of the right to lay out new highways and new railways over such land and in such manner as will separate the grade of the railways from that of the highway at intersection; may compel them to use the right for the accomplishment of the desired end; may determine that the expense shall be paid by either corporation alone, or in part by both; and may enforce obedience to its judgment. That the Legislature of this State had the power to do all this, for the specified purpose, and to do it through the instrumentality of a commission, it is now only necessary to state, not to argue. . . . . Three corporations create the nuisance and are responsible to the public for its existence, in as yet unmeasured and unknown proportions. . . . . When the act in question is fully executed, the city will have received nothing, by way of loan or gift, from either railroad corporation; nor will either of the latter have received any loan or gift from the city; each one will have paid its debt to the public growing out of the wrong jointly inflicted by them upon the public."

We have on hand, then, as settled by this learned court, acts which are directly of a governmental and police nature, as these powers are well defined in State *vs.* N. H. & N. Co., 43 Conn., pages 378, 379, opinion by Judge Carpenter.

The separation of the grades of the railroad and the highway, and the erection of a new station in connection with the enterprise at Asylum Street, in the city of Hartford, seemed to the Legislature so large and important a thing, that, instead of remitting parties to the general law upon the subject of separating grades, it decided to investigate and act in this single matter itself. That it had the constitutional right to do so anywhere in England or the United States, and that its decision in the matter is final and absolutely conclusive, cannot be disputed.

Tiedman Limitations, etc., sec. 2, sec. 192.

Especially is this true in Connecticut, where special legislation is the rule and general legislation the exception, and whose General Assembly is still a General Court, granting a divorce in the year 1889, and justi-

fied in its judicial and semi-judicial legislation by the highest judicial authority.

See the learned opinion in Wheeler's Appeal, 45 Conn., 306, opinion by Judge Loomis.

After long and patient examination the Legislature directed the separation of the grades in a bill recognizing the general situation and the certainty of a new depot. It selected its agents to approve plans, condemn lands, change highways, direct the course of the railroads, limit the number and use of the tracks, and guard the public safety and convenience in every direct and incidental thing. These agents were to be the Railroad Commissioners, one a lawyer, one an engineer, one a business man, together with a representative of the municipality, and another of the railroad companies. If the parties within a reasonable time should fail to agree upon a plan, then the commission must proceed to execute the judgment of the Legislature with such wisdom as they could command.

Their judgment under the statute was wisely and purposely made final and open to no appeal. Indeed, their orders and decrees were made a positive and specific cause of action in mandamus.

It was a case in which the Legislature lifted its strong hand in the interest of public safety.

In the early part of the brief we found the defendant complaining of the law because it provided for no appeal.

In this part of the argument we find him arguing that from the order and finding of the Commissioners he can make appeal. Otherwise, he can have no controversy with the action of the judge, in finding that the eleventh and twelfth paragraphs of his return raised no question of fact which required or permitted evidence outside of the record and its admissions.

If the Commission had ordered up a track at Newington, or one which was more than five hundred feet from a center line, there would have been a case of excess of power; but as to what lines of track within those limits should be taken up to carry out the purposes of the act, the act wisely leaves it all to the board, and with such delegations of power as are not to be found elsewhere in our public or private laws. From its orders and findings there is no appeal. Such a law was a necessity if the project was to go forward. After nearly five years' delay, and two trips to the Supreme Court, and a defeat of an attempt to get this affair into a tedious journey and to a long sleep at Washington, the will of the State has been accomplished, excepting for the failure of the defendant to comply with this order.

While, as has been urged, the judgment of the Commission as to

the wisdom of this or any other order within its jurisdiction is not left open to review, it is fair to notice that the removal of these tracks by the two railroad companies from the north side of Church Street to the south side of Asylum Street, leaving the viaduct only for the exclusive use of the railroads, and opening the approaches to the station and the highways free to carriage use in the most crowded thoroughfare part of the city, is not only incidentally, but integrally, included in the problem committed by the State to the Commission, for them to settle in the best interests of public safety, and for all time.

Not only is the propriety of the order apparent, but the immense responsibility which the Commission would have assumed in not passing such an order is even more suggestive.

To order a viaduct of solid wall running to the very margin of Church Street, upon both the north and south sides, thus excluding all sight of approaching cars and locomotives, as a direct result of their own plans, would accomplish this result, viz.: in order to get rid of a grade crossing at Asylum Street, the Commission would have concealed the approaches to another within their jurisdiction, and so have left open a death-trap in comparison with whose perils the dangers of Asylum Street are trivial.

The Commissioners would have been morally guilty of the horrible results which would be sure to follow such a state of things.

In the absence of fraud or possible malfeasance on the part of the Commission, their finding, page 41, "that the completion of said improvement as heretofore ordered (*ordered in compliance with the prayer of the appellant*), the carrying out of the design and instructions of the legislative acts creating and regulating this board, and public convenience and necessity, all require, and this board deems it necessary and proper to order and direct, that the said New York & New England Railroad Company, and the said New York, New Haven & Hartford Railroad Company, severally take up and remove their surface tracks," etc., is conclusive unless the same is as matter of law outside of the resolutions under which the committee acted.

If the order of the Commissioners is outside of the acts, it would have been a legal defense to the mandamus. It is a pure question of law, and raises no question of fact, excepting those which are apparent on the record.

The defendant rightly treated it so in his motion to quash, Record, No. 14, p. 27.

"14. It appears from said application that the tracks ordered to be taken up are not across Asylum Street, although they do cross Church Street, so called, and that they are not ordered to be taken up

in pursuance of the purposes of said resolutions, and are not within the authority conferred thereby."

The return only repeats this objection as it does so many other defenses at law.

The appellant says that an order to take up a track reaching from the south side of Asylum Street to the north side of Church Street is outside of the act.

The act gives the Commission complete jurisdiction over the railroads "for a distance not exceeding one-half a mile each side of said (Asylum) street, and within three hundred feet of the center line of the present tracks of said railroads, *and may require any and all of the present tracks to be taken up and removed.*" Record, pp. 12 and 15.

It is admitted that the tracks in question are within the geographical limits thus prescribed by the acts.

Upon this admission a decision construing the Massachusetts statute of 1871, in the case of Worcester *vs.* Railroad Commissioners, 113 Mass., 161, is singularly in point. That statute enacted that "one or more railroad tracks shall be constructed by four railroad corporations jointly in the city of Worcester, from a given point extending by a curved line to another point, and shall pass over certain streets by *suitable* bridges; and said tracks shall be located, constructed, and arranged in such manner and form as the board of Railroad Commissioners determines and directs."

The Railroad Commissioners having ordered bridges that practically obliterated the streets over which they crossed, in one instance crossing the street only about four feet above the roadbed, it was argued by counsel for the city, among other things:

"1. That said railroad, if located and constructed in the manner required by said orders, would not pass over Bridge Street and Mechanic Street by suitable bridges *within the true intent and meaning of said act;* that the structure to be built across said streets under said orders, and therein denominated bridges, are not in any just sense bridges, the structure across Bridge Street being only four feet above the surface of the street, and that across Mechanic Street being only seven feet above the surface of the street; that the said structures when built would be obstructions and nuisances, and would wholly obstruct, interrupt, and destroy said streets for all purposes of public travel.

"2. That said Commissioners by their orders have so established the grade of the railroad as to injure, obstruct, and destroy said streets for all purposes of public travel.

"3. That said Commissioners have determined in said orders that it was necessary for said railroad companies to take a strip of land

nineteen feet in width upon each side of the center line of the location prescribed in said orders, and have therein determined that the land included in said limits should be taken for said railroad, and have prescribed the location of said railroad, and the land to be taken by said railroad companies therefor.

"4. That said Commissioners have not, by said orders or otherwise, determined that the structures in said orders denominated bridges are *suitable* bridges over said streets.

"5. That the location, construction, and arrangement of such railroad tracks and bridges in the manner prescribed by said orders is *unnecessary* and *not required by the circumstances of the case*, and is in violation of law."

The objections thus stated by counsel all go to the point that the act itself having provided that the bridges should be suitable bridges, the orders therefore upon this subject were open to review, in order to determine whether the bridges so ordered were suitable bridges or not, within the meaning of the law.

In this case it is to be observed that the powers conferred upon the Commissioners by the Legislature of Massachusetts were much more limited than those conferred by the act of Connecticut in question. In the Massachusetts case the Commissioners were empowered "to determine as to the plan of the station, its location with reference to the adjacent streets, and to the tracks of all said corporations, located or proposed to be located in the vicinity thereof, and of the arrangement and location of said tracks as in their judgment the safety and convenience of the public and the interests of all said corporations require."

The court, answering the objections urged as already stated, say:

"Within these limits the location of the tracks and bridges of the viaduct is in the most explicit terms submitted to the determination of the Railroad Commissioners. The propriety of the course and the direction of the railroad tracks, even when entrusted to the judgment of the railroad corporation itself, cannot be revised by this court, except in case of *exceeding the limits prescribed by the Legislature or of bad faith*. The enactment now in question, while it provides that said tracks shall pass over these three streets by suitable bridges, declares not only that said tracks and bridges shall be located, but that they shall be constructed and arranged in such manner and form as the board of Railroad Commissioners determines and directs. The power thus granted clearly includes the authority to fix and establish the height and grade, as well as the mode of construction in other respects, of these tracks and bridges, for the grade of the viaduct, in order to make it of any value for the object proposed, must have reference to the grade of the union station

and of the intermediate tracks, and not be subordinate to the supposed necessities of the travel upon the three streets over which it passes or upon the other highways of the city. The suitable bridges here mentioned must, in the light of the other provisions of the section and of the whole statute, be taken to mean such bridges, prescribed by the Railroad Commissioners, as (in the words applied in section 4 to the other tracks in the vicinity of the union station) *in their judgment* the safety and convenience of the public and the interests of all said corporations require. *We have no authority*, therefore, to pass upon the comparative convenience of the location and grade of the viaduct, suggested by the mayor and aldermen, and of those determined by the Railroad Commissioners."

The words "as they shall judge necessary and proper" appertain to the clause in our law relating to the removal of tracks, just as fully and clearly as did the words "in their judgment," to the expression "suitable bridges," in the Massachusetts law.

But it is claimed that whatever be the character of the acts, whether matter of police regulation or otherwise, the State Commission exhausted its powers by adopting upon paper certain plans which it subsequently, after many public hearings and much study, set aside.

Such a claim is neither founded upon the language of the resolutions, which give plenipotentiary powers, nor in the nature of police regulations whose usefulness would be utterly destroyed if they were limited to a single experimental proposition to relieve the public of a nuisance.

This view of the law is evidently novel to the defendants, because in the fall of 1886 they petitioned the Commission to do the very thing which they now say the Commission could not lawfully do, and which thing the Commission did to relieve the parties causing the nuisance from unnecessary expense and annoyance.

R. R. Com. Rep., 1886–7, pp. 70–71.

If it were necessary to resort to a lower plane of argument than that resting upon the police powers of the State, it would be easy to justify the constitutionality of the law so far as the railroad companies are concerned, by urging the legislative power to amend the charters of the railroad companies.

In a certain sense all acts of the Legislature, in exercising either police powers upon corporations or supervisory powers over their doings, are amendatory of their charters.

State *vs.* N. H. & N. Co., 43 Conn., 351.

A most radical law passed in 1871 by the Massachusetts Legislature, solely in the interest of public convenience, and not at all in the interest of public safety, and which upset the streets of Worcester and compelled

one railroad company to build a depot for its use and for others' use, and another one to get to it by building a long stretch of road beyond its location, was thoroughly justified by the Supreme Court of Massachusetts upon the ground of the legislative power to amend charters.

See Worcester *vs.* Norwich & W. R. R. Co., 109 Mass., 103.

These results were reached by the Massachusetts court in a case involving much lower attributes of government than the case at bar.

1. The Massachusetts case did not move to protect life, but to accommodate business.

2. The Massachusetts General Court, by the limitations of its constitution, parted with the judicial powers which our General Court reserved.

One thing is clear: The Legislature decreed the removal of these tracks, if in the judgment of the Commissioners (who are a committee of the General Assembly for this purpose and clothed with all the powers which the General Assembly, with its vast resources of original authority and authority under the constitution, can delegate to a commission) the tracks ought to be taken up to carry out the improvement.

If that decree is inoperative, then it is from no fault of the scope or the phraseology of the resolutions.

There remains but one conclusion, viz.: that the State of Connecticut, with all its authority, cannot make a police regulation for the protection of human life which cannot be first disobeyed, then hindered, and finally thwarted by an artificial person which it created out of nothing, because the new use of its property which the public safety requires involves the corporation in expense.

In addition to the general principles of government power heretofore urged and supported by such cases as Hayward *vs.* Fish, 57 Conn.; Mugler *vs.* Kansas, 123 U. S.; R. R. Co. *vs.* Beckwith, 129 U. S., 26, we submit that this conclusion of the appellant has been emphatically negatived in Dunham *vs.* City of New Britain, 55 Conn., 378, in the case of an individual, and where the result of the police regulation was the ruin of a valuable, harmless, and legitimate business, the depreciation of the property concerned in its transaction, and the obliteration of long-vested and lucrative rights.

In that case an act authorized the borough of New Britain to appoint three water commissioners, who were to have power to purchase for the borough a certain stream of water and lands necessary for the construction of a reservoir, for a water supply for the borough. Plaintiffs sold them certain pieces of land needed, by an absolute deed, taking an instrument back as part consideration by which they should have the right to use the water of the pond for boating and fishing. After the

completion of the reservoir the plaintiff built a pleasure resort on the shore, and kept boats to let for sailing and fishing, and thus built up a profitable business. Afterwards, the City of New Britain, finding that this use of the pond tended to create an aversion to the water on the part of the public, passed an ordinance, under power granted by the Legislature, wholly prohibiting such use.

In a suit to restrain by injunction the enforcement of this ordinance and *for damages for its enforcement* (see page 384), it was held — 1st, that the ordinance of the city prohibiting such use of the pond was a valid exercise of the police power of the State, and its enforcement was not to be enjoined against; 2d, that (pp. 384, 387) if plaintiffs had suffered damage, for which they were entitled to compensation, this was no reason why the enforcement of the ordinance should be delayed or obstructed; and 3d, that the facts as found (p. 385) (and they are facts showing peculiar hardship) do not lay an adequate foundation for a judgment for damages.

How, then, in the light of this opinion, can these defendants hope to successfully obstruct the writ of mandamus, enforcing a police regulation, on the ground of damage resulting to them from its enforcement?

If they have any remedy they must seek it in some other proceeding. They cannot apply it in a return to this mandamus.

But while a change of use of property, or even its confiscation, when required by public safety, is no legal damage to any property owner, because the maxim "*Sic utere tuo,*" etc., is written as an underlying obligation upon every man's possessions, yet it will not be overlooked that the Legislature, out of abundant clemency, gave to the Commissioners a wide margin of power in estimating the cost of the improvement. The word "expense" is used in the original resolution (Rec., p. 16), and again in the last amendment (Sec. 4, Rec., p. 18).

If the removal of these tracks by the railroad company, in compliance with the orders of the State through the Commission, is indeed an "expense" included in, or incident to, the affair, there is no reason for supposing that the Commission will not give the claim fair consideration. That is a matter yet to be acted upon by the Commission, when it will be time to examine into the facts, and to see how much of the alleged damages, which have been admitted for purposes of pleading, are to be charged to fancy, and to the imagination of the pleader, and how much, if anything, remains as an expense which the Commissioners can allow. That anything will be allowed is not to be assumed. That nothing will be may be assumed from the side of justice and strict law. What may be conceded by the possible clemencies of the bill can only be determined upon a proper hearing. It is safe to say that the tribunal is one of eminent fairness and wisdom.

III.

The return of the defendant raised only questions of law and not questions of fact, and the court committed no error in supporting the demurrer of the prosecutors.

The questions raised being legal questions, the return was in the nature of a second demurrer, a proceeding to which, of course, the defendants were not entitled. They had moved to quash, which is equivalent to a demurrer (Fuller *vs.* Trustees, 6 Conn.), and had exhausted their right in that regard.

To allow a party to demur and demur and demur in a proceeding in mandamus, would make a mockery of justice.

An examination of the return will demonstrate that it raises only questions of law.

1st. All the paragraphs of the return are *in terms* legal objections to the sufficiency of the writ, with the exception, perhaps, of paragraphs 10, 11, and 12.

2d. Paragraph 12, relating to damages, is admitted by the demurrer for the purposes of the case.

3d. Paragraph 10 of the return, to the effect that the order was not made to carry out the intent of the General Assembly, raises simply a question of law as to the extent of the powers conferred on the Commission, and is fully discussed in that aspect at pages 16, 17, 19, 20 of the brief.

The only question of fact left open as to the order, by the terms of the acts, is as to whether there has been fraud on the part of the Commission in passing it, — a question which cannot be raised without laying a foundation for it in the pleadings by specifying the wrongful acts relied on. Of this the record discloses no trace.

4th. Paragraph 11 alleges in substance that these tracks had nothing to do with the execution of the intent of the General Assembly.

Of this the Commissioners, in the absence of fraud on their part, as demonstrated on pages 16, 17, 19, 20 of the brief, are the sole judges. This claim of the defendants simply raises the legal question whether the order is within the scope of the act. It is admitted to be within the territorial limits prescribed.

Record, pp. 2 and 20.

Upon this admission, in the absence of fraud, the order is final by the terms of the law, and even if the Commissioners have committed an error of judgment it cannot be reviewed, and the allegations of the paragraph are irrelevant, and are to be regarded as surplusage.

5th. The denials of paragraph 13 of the return raise purely legal questions:

The facts as to the organization of the board are matters of record. All questions as to their being "*legally* constituted" and authorized to act, must, in the nature of the case, be questions of law.

At all events, the return (paragraph 6) admits that these Commissioners were a board *de facto* if not *de jure*, and their acts were as binding on these defendants in the one case as in the others.

Brown *vs.* O'Connell, 36 Conn., 449.

State *vs.* Carroll, 38 Conn., 455, 471.

And Section 1087 of the Revised Statutes provides that courts shall take judicial notice of the appointment of Railroad Commissioners, who, by the terms of the act, constitute a majority of the board.

The second denial of this paragraph simply questions the authority of the plaintiffs to make the order, under the acts — a purely legal question.

The third denial of this paragraph is a general denial of the allegations of the writ except as admitted by the return — a denial which the authorities say is highly improper, and may be entirely disregarded.

High Ex. Legal Remedies, Sec. 467.

It is apparent, therefore, that the whole return is simply a legal argument as claimed in the demurrer, and raises no dispute as to a material fact.

Such an argument is bad as a return.

High Ex. Leg. Rem., Sec. 472.

IV.

The technical objections to the writ cannot be sustained:

As to the point of defective service:

1. The service was right, and in accordance with the requirements of the statutes.

General Statutes, Sec. 1303.

2. The defendant waived any imperfection by his appearance and motions. No such claim was suggested until the defendant had filed his motion to quash, and then only as an amendment to his motion.

As to error claimed by assignments Nos. 6 and 7, p. 51, that the State is not a party:

1. The State is a party. The Commission is only a committee of the General Court and the General Assembly.

2. The point is now raised for the first time, and is not to be considered. It appears neither in the motion to quash, where it must appear if at all, nor in the return.

3. The acts authorize the Commissioners to apply for a writ of mandamus to enforce their orders.

As to error claimed by assignment 8, p. 51:

1. An affidavit is not necessary in the prosecution of public rights by mandamus.

High Ex. Legal Remedies, Sec. 507.

2. An affidavit is not used in Connecticut practice at all.

As to error assigned in article 9, page 51:

The application by attorney is strictly in accordance with the practice at common law.

Tapping on Mandamus, 308.

If it were not, it is wholly unimportant, as the resolutions authorize the Commission to apply to the courts of this State, etc., and empower "the courts of this State, upon proper proceedings brought by *or at the instance of* the Commissioners, or by any interested party, to enforce by mandamus," etc.

Sec. 5, Acts of 1884, pp. 12, 13.

And Sec. 4 (Act of 1886), p. 18, authorizes the board to incur expenses, etc.

V.

It remains to consider the question, which was before alluded to, as to what constitutes formal and what substantial defects in the return.

As to the formalities curable by amendment, and which were practically waived by the counsel for the Commission (Record, p. 48, 1, 2), they are all covered by the second paragraph of the demurrer, and relate to the separation of the defenses as matter of form.

All the other objections raised by the demurrer are for substance.

They are the impropriety of a second demurrer after one overruled, and restating the same ground; improper combining of all kinds of defenses by way of denial, confession, and avoidance, and legal statements of offenses to all the constitutions, the social compact, etc., etc.; and finally that the traverses are all of immaterial facts, the things set up in avoidance are immaterial, and the legal propositions are often too general to be entertained, and always too unsound to control the case.

The return is insufficient in substance because it is essentially and organically confused, and out of legal harmony with itself as set up in the demurrer.

The court simply finds it insufficient in law. If it is substantially insufficient in any one of the points raised by the demurrer, though good as to the rest, the demurrer must be sustained, and this finding justified.

High Ex. Legal Rem., Sec. 495.

After having examined the multitudinous points raised by the appeal, we submit in conclusion that the court is, after all, called to determine only this simple question — Is the plain mandate of the General Assembly to be thwarted by the obstinacy of the railroad company?

Can a party making a nuisance continue it after the government of the State has done its utmost, outside the use of bayonets, to compel its abatement?

GEORGE M. WOODRUFF *et al.*,
Commissioners.

By HENRY C. ROBINSON,
WILLIAM F. HENNEY,
Their Attorneys.

APPENDIX B.

PETITION OF THE HARTFORD BOARD OF TRADE FOR BETTER ACCOMMODATIONS AT THE HARTFORD UNION STATION.

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, December 13, 1889.

In the matter of the complaint of the Hartford Board of Trade in regard to inconveniences at the union depot.

The following communications having been received by us on the 25th day of November, 1889:

"HARTFORD, CONN., November 23, 1888.

"DR. G. PIERREPONT DAVIS, *Hartford, Conn.:*

"DEAR SIR,— At a meeting of the Board of Trade held the 19th inst., it was unanimously

"*Resolved*, That a committee of three be appointed to apply to the Railroad Commissioners for relief from the evils experienced at the union railroad depot.

"President Allen has selected the following gentlemen to constitute the above committee, viz.: Dr. G. Pierrepont Davis, Rev. Francis Goodwin, Mr. C. C. Kimball.

"Yours very respectfully,

"P. H. WOODWARD, *Secretary.*"

"NOVEMBER 23, 1889.

"MR. GEO. M. WOODRUFF, *Chairman of the Board of Railroad Commissioners of the State of Connecticut:*

"DEAR SIR,— I hand you herewith enclosed a copy of a notification to-day received by me from the Secretary of the Hartford Board of Trade.

"Will you kindly name a time, as early as may be convenient to you, for a consideration of the inconveniences experienced at the Hartford union depot?

"Yours truly,

"G. P. DAVIS, *Chairman.*"

An order for hearing and of notice was issued by us as follows :

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, November 25, 1889.

On the foregoing request it is

ORDERED, That the matter therein referred to be heard at this office on Tuesday, the 3d day of December, 1889, at 2.20 o'clock P. M., and that notice thereof be given to said Committee and to the New York, New Haven & Hartford R. R. Co., and to the New York & New England R. R. Co. by Geo. T. Utley, by depositing in the post-office at Hartford, postage paid, true and attested copies of said request and of the copy of the notification from the Secretary of the Board of Trade and of this order, addressed one to Wm. D. Bishop, Jr., Secretary of the N. Y., N. H. & H. R. R. Co., Bridgeport, Conn., one to James W. Perkins, Secretary of the N. Y. & N. E. R. R. Co., Boston, Mass., and one to G. Pierrepont Davis, M.D., Chairman, Hartford, Conn., on or before the 27th inst.

GEO. M. WOODRUFF,
W. H. HAYWARD,
WM. O. SEYMOUR,
Railroad Commissioners.

And on said 3d day of December we met at the time and place named in said order, when the committee appeared and presented their complaints and suggestions, orally and in writing, as follows:

"*To the Hon. Board of Railroad Commissioners of the State of Connecticut:*

"We the undersigned, G. Pierrepont Davis, Francis Goodwin, and Carlos C. Kimball, citizens of Hartford, appear before you as a Committee of the Board of Trade of said Hartford, invoking your power, given you by the statutes of this State, to arrest, correct, and abolish the many nuisances, inconveniences, and dangers which now exist and confront the traveling public and our own citizens at the passenger station in Hartford occupied by the New York, New Haven & Hartford Railroad Company and the New York & New England Railroad Company, and for a specification of such nuisances, inconveniences, and dangers we desire respectfully to cite the following :

"First. The approaches to the station for carriages and pedestrians are difficult and at times will be dangerous. The sloping grade east of the station renders it difficult for carriages to approach the station and properly discharge their passengers, and when ice and snow cover the slope the difficulty will grow into a positive danger. This grade can be

lowered and leveled. The crosswalk leading from the main entrance is badly located. When people desire to use it, it is generally occupied by carriages; moreover, as laid, it only leads to the center of Allyn Street, amid the dangers of passing carriages, and not to any sidewalk. Crosswalks which will not subject the public to such inconveniences and dangers can easily be laid. The City of Hartford we understand is not responsible for this location of the crosswalk, as it was only placed as it is upon the positive request of the New York, New Haven & Hartford Railroad's officials. The approach to the station under the tracks from the west is still more dangerous. Owing to the fact that the spaces between the tracks are not covered people have been deluged with hot water and hit with hot coals from engines passing overhead. Either people should be excluded from the spaces under the tracks, or should be protected when rightfully there.

"Second. The delays in handling baggage cause not only serious inconveniences and trouble, but amount to a positive wrong. A passageway can easily be constructed leading under the tracks to the west, and another elevator can be put in between the tracks of the New Haven and New England roads. Some such remedy the traveling public rightfully demands.

"Third. The public demands better accommodations upon the platforms. Some protection from wind and cold, especially, for women and children should be provided. Either people should be excluded from the platforms until the arrival of the trains, or if allowed to go upon the platforms their comfort while there should be provided for. The New Haven road even neglects to provide seats upon the platforms.

"Fourth. The fence between the tracks of the New Haven road as it is constructed is a positive and constant danger and nuisance. If from the railroad's standpoint it is necessary to keep people off from their tracks by fences, such fences should be outside of their tracks and not between them. In such case people would be kept off from the tracks and not kept from getting off after being allowed to go on.

"So far as we can ascertain the New Haven road has established no such fence anywhere along its road from New York to Springfield, nor upon any of its branches. If protection from passengers on the New England road is necessary then the proper place for a fence is along the middle of the center platform. If the fence is to remain the public ask for more gates. All can be closed when a train is coming in, but one or more should be opened to the rear of the train after it has stopped; and the spaces between the rails should be floored. This will enable people to safely pass to the next platform even when trains are at the station. The turn-stiles are also nuisances, inasmuch as they delay free exit from

the platforms, and in the case of women and children and persons not on their guard constitute a positive danger. If the purpose for which they are placed is of sufficient importance, the same result can be better accomplished by gates at the foot of the stairs, to be opened only on the arrival of trains.

"Fifth. The platforms are on a level with the bottom of the rails; the reach, therefore, to the bottom step of the car is a long one — from twenty to twenty-one inches, the distance between the steps themselves being only ten to eleven inches. Stools at the car steps should be provided as at the other stations of the same roads.

"Sixth. Detached engines are often allowed to stand for many minutes on the bridge over Asylum Street, which is a source of fright to horses and danger to the public passing underneath. This should be prohibited.

"We have endeavored to specify some of the dangers and nuisances at the station which are constant, and against the continuance of which we in behalf of the public protest. We recognize many others, but refrain at this time from asking for their abatement on account of the radical and costly changes that would thereby be involved. For proof of such dangers and nuisances it will only be necessary for any impartial person to remain a short time at the station. We believe that the errors in construction to which we have called your attention should be corrected, and that the safety, comfort, and convenience of the traveling public should be studied and subserved.

"That such results may follow is the object of our appointment and of this hearing.

"G. P. Davis,
"Francis Goodwin,
"C. C. Kimball."

And said New York, New Haven & Hartford R. R. Co. appeared and was heard by its president, Charles P. Clark, its attorney and directors, Henry C. Robinson and L. Brainard, and its division superintendent, Charles S. Davidson; said New York & New England R. R. Co. was also present by its general superintendent, A. A. Jackson, its division superintendent, G. M. Farley, and its chief engineer, L. B. Bidwell, but declined to be heard.

The law applicable to this case, so far as it empowers us to make positive orders, is found in Section 3423 of the General Statutes requiring us to "make such rules as to platforms . . . . at stations as are for the public interest," and in Section 3531 empowering us to make such orders as we deem necessary and reasonable in order to require companies

to maintain "a safe approach for carriages to all its passenger stations." We are also (Sec. 3426) to recommend to the several railroad companies "the adoption of such measures and regulations as" we "deem conducive to the public safety and interest," reporting to the General Assembly any neglect to adopt such recommendations.

We do not, however, think it is essential to determine the precise limit between our power to order and our duty to recommend, for it does not seem to us probable that in this case the railroad companies would care to disregard the wishes of the citizens of Hartford, expressed through a committee of its Board of Trade and supported by the recommendations of the Railroad Commissioners, made after a hearing and careful examination of the premises.

The depot building is located upon a considerably higher grade than the buildings on the east side of Union Place, and in consequence the ground, as now graded, inclines so much from the depot building as to make the approaches inconvenient and in icy weather somewhat dangerous. It is of course impracticable to change the grade of the station or of the buildings on the east side of the street, and the only practicable way of improving the approaches on this side seems to be to lower the grade of the depot grounds adjoining the station, involving an increase in the number of steps. How far this matter is under the control of the railroad company and how far under that of the city we are not informed. We therefore commend the New York, New Haven & Hartford R. R. Co. to so adjust the grade of its grounds adjoining Union Place, and the crosswalks thereon, as shall meet the approval of the Board of Street Commissioners, and if reduced to a level with the east side of the street we recommend that an additional step be placed at the foot of the present steps at the several entrances to the station; that a narrow sidewalk raised above the roadway be run along the side of the depot each way from the foot of the steps at the eastern entrance to a connection with the steps at the south end of the depot and those at the north entrance of the waiting room; that the present crosswalk from the eastern entrance be taken up and new crosswalks be laid from the sidewalks on Union Place in line with those on each side of Allyn street to said proposed sidewalk along the side of the depot and adjusted to the proposed new grade, and that the crosswalk at the southeast corner of the depot be continued across Union Place and adjusted to said new grade; and that carriages be required to receive and discharge passengers so as not to obstruct either of these crosswalks.

As to the approaches under the viaduct on the west side of the station, wherever passengers, carriages, or teams are directed or permitted to pass under the same, it is necessary, in order that the approaches may

be safe, that they be protected by some water-tight covering, from oil, hot water, cinders, or whatever might otherwise drop from above, and we accordingly order the said New York, New Haven & Hartford and New York & New England railroad companies to so protect those portions of the approaches used by the public as are beneath their respective tracks and platforms.

BAGGAGE.

Express material, mercantile and theater baggage, in large quantities, is generally received and discharged at the baggage doors under the viaduct on the west side of the baggage room, in order to facilitate the expeditious handling of personal baggage at the doors on the opposite or Union Place side of the room. It would seem as if this was the best arrangement possible to avoid inconvenience and delay in the reception and delivery of baggage. Baggage to be transferred from one road to another is checked for its destination upon the platforms, or in some instances upon the trains before their arrival, upon application to the baggagemaster of the train, and is transferred to its proper train on the surface of the tracks. We are informed by those in charge of that department that baggage is ordinarily ready for delivery within four or five minutes after its arrival. Occasionally, owing to the quantity of baggage to be handled, this cannot be done, with any known facilities in use anywhere. Occasionally, too, on account of the lateness of a connecting train and the quantity of baggage to be transferred, it is simply impossible to transfer without a complete derangement of schedule time. Such exceptions are, however, rare, and we cannot see how elevators on the west or middle platform occupying considerable of needed space, requiring an additional set of men to operate them and to truck the baggage under the viaduct across to the baggage room, would remedy these exceptional cases. The interval between the arrival and departure of connecting trains should be so far as practicable arranged to afford ample time for the transfer of passengers and baggage, but we think no recommendation, rule, or order required on this subject.

WAITING-ROOM ON SURFACE WITH TRACKS.

So far as possible passengers should be induced to enter the main waiting-room and remain there in comfort until their train is announced, and then follow the instructions given by the door-keeper as to the proper way of reaching the train. Many mistakes and annoyances would be avoided by giving proper attention to the directions given instead of being inattentive and utterly regardless of the announcements made. There is, however, also an ample and comfortable waiting-room, with an

abundance of seats, already provided and kept open in the second story of the station, which can be used whenever convenience or necessity requires, and it does not now seem reasonable or wise to order the erection of one upon the outside platforms. But while the doors of this upper waiting-room are properly lettered, yet as the room is at one side of the main passage there should be further signs to indicate its location, and we accordingly recommend and direct said New York, New Haven & Hartford Railroad Company to cause a suitable sign to be placed just south of the doors at the head of the stairs from the main waiting-room and outside of the station, and also that a suitable projecting sign or signs be placed on the front of the upper waiting-room itself.

FENCES AND PLANKING BETWEEN TRACKS.

The station was planned and designed so that passengers could reach any train on either of the two roads without crossing any track at grade, at the risk of their lives.. To complete this arrangement a fence should be erected between the incoming and outgoing tracks of the New York & New England road. If such an arrangement is not desirable, and convenience is a more important consideration than safety, then the fence between the New York, New Haven & Hartford tracks should be removed, and the whole space covering the four tracks should be planked so that passengers can cross at will in the face of the incoming trains of both roads. Either the design of the station should be adhered to or discarded, and the danger of crossing on the surface of the tracks substituted therefor. We are reluctant to assume the responsibility of ordering this to be done with its possible consequences, and prefer to favor that arrangement which is most conducive to safety, even though some trouble and inconvenience should be caused thereby, believing that the wisdom of such a course will ultimately be admitted.

TURN-STILES AND STAIRS.

The desire of the company to compel passengers to procure tickets before entering trains, and to keep unauthorized persons off the platforms and tracks, is natural and right, but in our judgment the advantages gained by the turn-stiles in this respect do not compensate for the delays, annoyances, and possible danger caused by them to those who have a right to the use of the stairs. We accordingly recommend that they be removed, and that said stairways be left unobstructed unless it be by gates to remain closed except when opened for exit on the arrival of trains. It further seems to us that many more signs are needed for the guidance of strangers upon the platforms and at the head of the stairs. And we do

accordingly, without dictating the phraseology, recommend and direct said companies, respectively, to place additional legible signs as follows, viz.: at the head of the stairs leading from the middle of the platform indicating with what they connect; at the Church Street end on the New York, New Haven & Hartford side indicating the direction to Church Street and the Central New England & Western depot; a like sign at the similar stairs on the New England side; a sign or signs at the head of the two central stairs on the New England side indicating the direction to the passage to the main waiting-room, and trains on the New York, New New Haven & Hartford road; and to Church and Asylum Streets, like signs marked Asylum Street at the head of the stairs at the south end of the platforms, and also signs in the main passageway under the viaduct so placed as to be seen by persons entering at the west end, or coming down the central west stairways, indicating the direction to the several trains.

CAR STEPS AND RAISED PLATFORMS.

The situation in regard to the steps of the cars is not materially different at this station from that at most other stations; we therefore make no order, but suggest that if portable steps could be kept at hand for the use of aged, infirm, or very stout persons, it would add much to the comfort of that class of travelers, although the general use of such steps might be somewhat dangerous.

DETACHED ENGINES.

We recommend that no detached engines be allowed to stand within fifty feet of the bridge over Asylum Street.

It may be urged in objection to the precautions adopted at this station, such as the fence, stairways, passages under the track, etc., that no such precautions are adopted elsewhere in this State. This is true, but accidents and loss of life occasionally occur at other stations, and these precautions are adopted to prevent their occurrence here. The price of this protection is the trouble and inconvenience of ascending and descending stairways to reach the trains, instead of crossing the tracks at grade. Highways and streets are commonly crossed at grade by the railroads, but it was thought best to spend a quarter of a million of dollars to abolish the Asylum Street crossing, and the public are constantly urging similar changes elsewhere involving large if not equal expenditure. Having abolished one source of danger, we should be careful not to introduce others, possibly equally perilous. On the other hand, while the inconveniences complained of may seem trival and of little consequence compared with the many intricate and harrassing problems of railroad administra-

tion, yet it is patient attention to just these little things, and a thoughtful provision by a railroad company for the comfort and convenience of its patrons, which is appreciated by the traveling public, and often converts adverse critics into steadfast friends.

GEORGE M. WOODRUFF,
W. H. HAYWARD,
WILLIAM O. SEYMOUR,
} *Railroad Commissioners.*

STATISTICAL TABLES.

TABLE I.

Number.	1 Names of Roads and Branches. [Branches in *Italics.*]	2 Chartered.	3 Opened for use.	4 Location of Road. From	4 Location of Road. To	5 Length of Main Line and Branches. Total.	5 Length of Main Line and Branches. In Conn.	6 Double Track. Total.	6 Double Track. In Conn.	7 Sidings. Total.	7 Sidings. In Conn.	8 Length of Road, Single Track Miles. Total.	8 Length of Road, Single Track Miles. In Conn.
1	Boston & New York Air Line,[1] -	1875	1870-73	New Haven, Ct.	Willimantic, Ct.	51.50	51.50	.....	.....	9.06	9.06	60.56	60.56
2	Colchester, - - - - - -	1876	1877	Colchester, Ct.	Turnerville, Ct.	3.59	3.59	.....	.....	.83	.83	4.42	4.42
3	Danbury & Norwalk,[2] - - -	1850	1852	Danbury, Ct.	Wilson's Point, Ct.	26.28	26.28	.....	.....	14.17	14.17	50.37	50.37
	Hawleyville,			Hawleyville, Ct.	Bethel, Ct.	5.95	5.95	.....	.....	.....	.....	.....	.....
	Ridgefield,			Ridgefield, Ct.	Branchville, Ct.	3.97	3.97	.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Valley,[3] -	1880	1871	Hartford, Ct.	Fenwick, Ct.	46.20	46.20	.....	.....	7.74	7.74	53.94	53.94
5	Hartford & Connecticut Western,[4] -	1881	1871	Hartford, Ct.	Rhinecliff, N. Y.	109.75	67.25	.....	.....	20.59	15.57	130.34	82.82
6	Housatonic, - - - - - -	1836	1840	Bridgeport, Ct.	Mass. State Line.	74.46	74.46	.....	.....	24.83	24.83	114.77	114.77
	Danbury,			Danbury, Ct.	Bro'kfield Junc., Ct.	5.36	5.36	.....	.....	.....	.....	.....	.....
	Botsford,			Botsford, Ct.,		9.79	9.79	.....	.....	.....	.....	.....	.....
	Hawleyville,			Connecting branch,		.33	.33	.....	.....	.....	.....	.....	.....
7	Meriden, Waterbury & Conn. River,	1882	1885	Cromwell, Ct.	Waterbury, Ct.	29.50	29.50	.....	.....	5.82	5.82	36.16	36.16
	Center Street Extension,			In Meriden, Ct.		.84	.84	.....	.....	.....	.....	.....	.....
8	Naugatuck, - - - - - -	1845	1849	Bridgeport, Ct.	Winsted, Ct.	56.55	56.55	5.40	5.40	14.54	14.54	76.49	76.49
9	New Haven & Derby, - - - -	1864	1871	New Haven, Ct.	Huntington, Ct.	16.79	16.79	.....	.....	3.21	3.21	20.00	20.00
10	New Haven & Northampton, - -	1846	1848-81	New Haven, Ct.	Conway Junc., Ms.	94.64	51.26	.....	.....	42.71	18.30	179.34	83.65
	New Hartford,			New Hartford, Ct.	Collinsville, Ct.	14.09	14.09	.....	.....	.....	.....	.....	.....
	Williamsburg,			Williamsburg, Ms.	Northampton, Ms.	7.51	.....	.....	.....	.....	.....	.....	.....
	Turner's Falls,			Turner's Falls, Ms.	South Deerfield, Ms.	10.07	.....	.....	.....	.....	.....	.....	.....
	Holyoke,			Holyoke, Mass.	Westfield, Mass.	10.32	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,[5] - - -	1859	1849-67	New London, Ct.	Brattleboro, Vt.	121.	56.	.....	.....	27.32	13.98	148.32	69.98

12	New York & New England,[6] - -	1873	1849–81	Boston, Mass.	HopewellJunc.N.Y.	214.96	134.17	108.10	56.05	138.80	64.92	605.39	320.51
				WicopeeJunc.,N.Y.	Fishk'l Land'g,N.Y.	1.71	.....	.....	.....	.....	.....	.....	.....
				Willimantic, Ct.	Providence, R. I.	58.32	31.96	.....	.....	.....	.....	.....	.....
	Woonsocket,			Woonsocket, R. I.	CookSt.,Newt'n,Ms	28.62	.....	.....	.....	.....	.....	.....	.....
	Connecticut Central,			East Hartford, Ct.	State Line of Ms.	20.17	20.17	.....	.....	.....	.....	.....	.....
				State Line, Mass.,	B.&A.R.R.June.	7.31	.....	.....	.....	.....	.....	.....	.....
	Southbridge,			Southbridge, Mass.	East Thompson, Ct.	17.36	5.35	.....	.....	.....	.....	.....	.....
	Melrose,			Melrose, Ct.	WestSt.,R'kv'le,Ct.	7.22	7.22	.....	.....	.....	.....	.....	.....
	Dedham,			Dedham, Mass.	Dedham Junc., Ms.	1.53	.....	.....	.....	.....	.....	.....	.....
	Freight Branch,			In Hartford, Ct.		.67	.67	.....	.....	.....	.....	.....	.....
	Dorrance St.,			In Providence, R. I.		.62	.....	.....	.....	.....	.....	.....	.....
13	New York, New Haven & Hartford,[7]	1871	1839–70	WoodlawnJunc.NY	Springfield, Mass.	122.44	102.45	141 94	103.45	122.64	91.65	417.56	316.59
	Middletown,			Middletown, Ct.	Berlin Junc., Ct.	9 70	9.70	.....	.....	.....	.....	.....	.....
	Suffield,			Suffield, Ct.	Windsor Locks, Ct.	4.32	4.32	.....	.....	.....	.....	.....	.....
	New Britain,			New Britain, Ct.	Berlin Junc., Ct.	3.18	3.18	.....	.....	.....	.....	.....	.....
	Belle Dock,			In New Haven, Ct.,		1.00	1.00	.....	.....	.....	.....	.....	.....
	Freight Branch,			In Hartford, Ct.		.84	.84	.....	.....	.....	.....	.....	.....
	Harlem River,			Harlem River, N. Y.	New Rochelle, N.Y.	11.50	.....	.....	.....	.....	.....	.....	.....
14	New York, Providence & Boston, -	1832	1837	New London, Ct.	Providence, R. I.	62 50	17.00	57.00	12.90	21.49	5.80	159.16	35 70
	Warwick,			Auburn, R. I.	Buttonwoods, R. I.	9.90	.....	.....	.....	.....	.....	.....	.....
	Pontiac,			Auburn, R. I.	Pontiac, R. I.	4.69	.....	.....	.....	.....	.....	.....	.....
	Harbor Junction,			Auburn, R. I.	HendersonSt.,Prov.	3.58	.....	.....	.....	.....	.....	.....	.....
15	Norwich & Worcester, - - -	1833	1840	Allyn's Point, Ct.	Worcester, Mass.	66.16	47.92	.....	.....	21.10	13.44	87.26	61.36
16	Ridgefield & New York,[8] - - -	1867		Danbury, Ct.	Port Chester, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville, - - - - - - -	1857	1863	Rockville, Ct.	Vernon, Ct.	4.43	4.43	.....	.....	.75	.75	5.18	5.18
18	Shepaug, Litchfield & Northern,[9] -	1877	1872	Litchfield, Ct.	Hawleyville, Ct.	32.28	32.28	.....	.....	3 05	3.05	35.33	35.33
19	Shore Line,[10] - - - - - -	1864	1852	N. Haven Junc., Ct.	New London, Ct.	48.53	48.53	.97	.97	10.99	10 99	60.49	60.49
20	South Manchester, - - - - -	1866	1869	S. Manchester, Ct.	Manchester, Ct.	2.25	2.25	.....	.....	1.72	1.72	3.97	3.97
21	Stamford & New Canaan,[11] - -	1883	1868	Stamford, Ct.	New Canaan, Ct.	7.66	7.66	.....	.....	1.08	1.08	8.74	8.74
22	Watertown & Waterbury, - - -	1869	1871[3]	Watertown, Ct.	Waterbury, Ct.	4.44	4.44	.....	.....	.31	.31	4.75	4.75
	Total, - - - - - - -					1,456.38	1,005.26	313.41	178 77	492.75	321.76	2,262.54	1,505.79

[1] Road commenced operations in 1870, under the charter granted to the New Haven, Middletown & Willimantic R. R. Company in 1867.
[2] Original charter granted to the Fairfield County R. R. Company in 1835, renewed in 1846, and name changed to D. & N. R. R. Company in 1850.
[3] Successor to the Connecticut Valley R. R. Company, chartered in 1868.
[4] Successor to the Connecticut Western R. R. Company, chartered in 1868.
[5] The New London, Willimantic & Springfield R. R. Company was incorporated in 1847. In 1848, that Company and the New London, Willimantic & Palmer R. R. Company, incorporated by the State of Massachusetts, were permitted, by the Legislature of Connecticut, to become one corporation, to be known as the N. L., W. & P. R. R. Company, the mortgage of which having been foreclosed, the holders of the mortgage bonds were incorporated as the N. L. N. R. R. Company in 1859.
[6] From Boston, Mass., to Putnam, Conn., 1855; from Putnam, Conn., to Willimantic, Conn., 1872; from Willimantic, Conn., to Hartford, Conn., 1849; from Hartford, Conn., to Bristol, Conn., 1850; from Bristol, Conn., to Waterbury, Conn., 1855; from Waterbury, Conn , to Fishkill-on-Hudson, N. Y., 1881; from Providence, R. I., to Willimantic, Conn., 1854; from East Thompson, Conn., to Southbridge, Mass., 1867; from Cook Street, Mass., to Woonsocket, R. I., 1863; Mass. State line to East Hartford, Conn., 1876.
[7] Hartford & New Haven R. R. Company incorporated in 1833; Hartford & Springfield R. R. Company in 1835, and privileges of its charter conferred on H. & N. H. R. R. Company in 1812. N. Y. & N. H. R. R. Company incorporated in 1844, and consolidated with H. & N. H. R. R. Company in 1872.
[8] Unfinished. Proposed line 30.45 miles, of which 23.10 are in Connecticut.
[9] Charter granted to Shepaug Valley R. R. Company in 1868.
[10] New Haven & New London R. R. Company incorporated in 1848; mortgage foreclosed and bondholders incorporated as Shore Line Railway Company in 1864.
[11] The New Canaan R. R. Company was incorporated in 1866. The mortgage having been foreclosed, the Legislature of 1882 incorporated the Stamford & New Canaan R. R. Company, which took possession of the road as such February 1, 1883.

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	9 Total Amount Authorized.	10 Issued for Cash.	11 Issued for Bonds.	12 Issued for Stock of other Corporations.	13 Issued for undivided Earnings.	14 Issued for increased Valuation.
1	Boston & New York Air Line,	$4,000,000.00	.....	$2,998,000.00	.....	.....	.....
2	Colchester,	50,000.00	$25,000.00	.....	.....	.....	.....
3	Danbury & Norwalk,	1,000,000.00	338,416.25	.....	.....	$101,583.75	$160,000.00
4	Hartford & Connecticut Valley,	800,000.00	.....	799,200.00	.....	.....	.....
5	Hartford & Connecticut Western,	3,000,000.00	.....	1,834,200.00	.....	.....	.....
6	Housatonic,	3,180,000.00	228,500.00	.....	.....	.....	.....
7	Meriden, Waterbury & Conn. River,	500,000.00	.....	.....	$500,000.00	.....	.....
8	Naugatuck,	2,000,000.00	397,696.00	273,000.00	.....	142,700 00	448,825.00
9	New Haven & Derby,	700,000.00	398,600.00	.....	.....	.....	.....
10	New Haven & Northampton,	5,000,000.00	1,882,000.00	.....	.....	578,000.00	.....
11	New London Northern,	2,000,000.00	340,673.33	1,102,660.00	56,666.67	.....	.....
12	New York & New England,	25,000,000.00	2,583,700.00	20,000,000.00	.....	.....	.....
13	New York, New Haven & Hartford,	15,500,000.00	.....	.....	15,500,000.00	.....	.....
14	New York, Providence & Boston,	4,000,000.00	4,000,000.00	.....	.....	.....	.....
15	Norwich & Worcester,	3,831,600.00	2,604,400.00	.....	.....	.....	.....
16	Ridgefield & New York,	1,250,000.00	204,900.00	.....	.....	.....	.....
17	Rockville,	160,000,00	108,750.00	.....	.....	.....	.....
18	Shepaug, Litchfield & Northern,	600,000.00	.....	599,400.00	.....	.....	.....
19	Shore Line,	1,000,000.00	62,845.20	678,125.00	.....	.....	259,029.80
20	South Manchester,	40,000.00	40,000.00	.....	.....	.....	.....
21	Stamford & New Canaan,	99,877.46	.....	.....	.....	.....	.....
22	Watertown & Waterbury,	150,000.00	118,200.00	.....	.....	.....	.....
	Total,	$73,861,477.46	$13,333,680.78	$28,284,585,00	$16,056,666.67	$822,283.75	$867,854.80

TABLE III. — CAPITAL STOCK.

Number.	RAILROADS.	15 Otherwise issued.	16 Total Amount issued.	17 Total issue per last report.	18 Issued per mile of road.	19 Amount held in Connecticut.	20 Amount same per last report.	21 Stockholders in Connecticut.	22 Number of same per last report.
1	Boston & New York Air Line,	$864,230.88	$3,862,230.88	$3,861,180.88	$74,994.78	$1,836,400.00	$2,069,100.00	532	722
2	Colchester,	.....	25,000.00	25,000.00	6,963.78	25,000.00	25,000.00	1	1
3	Danbury & Norwalk,	.....	600,000.00	600,000.00	16,574.59	417,900 00	425,600.00	191	204
4	Hartford & Connecticut Valley,	.....	799,200.00	799,200.00	17,298.70	799,200.00	799,200.00	11	11
5	Hartford & Connecticut Western,	800,000.00	2,634,200.00	2,627,300.00	24,001.82	815,500.00	886,900.00	510	524
6	Housatonic,	2,741,800.00	2,970,300.00	3,150,400.00	33,025.35	339,800.00	510,500.00	215	200
7	Meriden, Waterbury & Conn. R.,	.....	500,000 00	500,000.00	16,479.89	498,500.00	499,200.00	419	418
8	Naugatuck,	737,779.00	2,000,000 00	2,000,000.00	35,366.94	1,375,100.00	1,414,500.00	472	485
9	New Haven & Derby,	48,400.00	447,000.00	447,000.00	26,622.99	98,300.00	309,500.00	147	161
10	New Haven & Northampton,	.....	2,460,000.00	2,460,000.00	19,475.89	2,134,900.00	2,142,300.00	143	142
11	New London Northern,	.....	1,500,000.00	1,500,000.00	12,396.69	889,700.00	901,800.00	216	217
12	New York & New England,	.....	22,583,700.00	21,934,000.00	62,858.21	1,322,700.00	195,200.00	46	51
13	N. York, N. Haven & Hartford,	.....	15,500,000.00	15,500,000.00	109,556.12	6,150,100.00	6,492,100.00	1,831	1,904
14	N. York, Providence & Boston,	.....	4,000,000.00	3,000,000.00	48,679.56	103,500.00	87,400.00	24	22
15	Norwich & Worcester,	.....	2,604,400.00	2,604,400.00	39,350.06	87,900.00	89,400.00	38	35
16	Ridgefield & New York,	46,400.00	251,300.00	246,550.00	8,252.87	97,500.00	99,150.00	47	40
17	Rockville,	.....	108,750.00	108,750.00	24,274.55	107,150.00	97,250.00	36	36
18	Shepaug, Litchfield & Northern,	.....	599,400.00	591,750.00	18,587.36	150,100.00	553,500.00	71	88
19	Shore Line,	.....	1,000,000.00	1,000,000,00	20,605.81	695,000.00	688,900.00	193	198
20	South Manchester,	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
21	Stamford & New Canaan,	99,877.46	99,877.46	99,877 46	13,038.83	99,877.46	99,877.46	10	8
22	Watertown & Waterbury,	.....	118,200.00	118,200.00	26,621.62	118,200.00	118,200.00	56	56
	Total,	$5,338,487.34	$64,703,558.34	$63,213,608.34	$43,517.79	$18,202,327.46	$18,544,577.46	5,218	5,532

TABLE IV. — DEBT.

Number.	RAILROADS.	23 Funded Debt. Total.	23 Funded Debt. Total per last report.	24 Current Liabilities. Total.	24 Current Liabilities. Total per last report.	25 Total Debt.	26 Total per last report.	27 Funded Debt per mile of road.	28 Total Stock and Debt.
1	Boston & New York Air Line,	$500,000.00	$500,000.00	$2,000.00	.....	$502,000.00	$500,000.00	$9,708.73	$4,364,230.88
2	Colchester,	25,000.00	25,000.00	.....	.....	25,000.00	25,000.00	6,963.78	50,000.00
3	Danbury & Norwalk,	650,000.00	650,000.00	50,000.00	.....	700,000.00	650,000.00	17,955.80	1,300,000.00
4	Hartford & Conn. Valley,	.....	.....	.....	$33,347.15	.....	33,347.15	.....	799,200.00
5	Hartford & Conn. Western,	608,000.00	608,000.00	95,672.49	34,496.97	703,672.49	642,496.97	5,539.86	3,337,872.49
6	Housatonic,	3,189,000.00	3,080,000.00	287,035.83	42,815.43	3,476,035.83	3,122,815.43	33,233.27	6,446,335.83
7	Meriden, Waterb'y & Conn. R.,	.....	200,000.00	1,090,632.98	623,297.77	1,090,632.98	823,297.77	.....	1,590,632.98
8	Naugatuck,	150,000.00	150,000.00	.....	.....	150,000.00	150,000.00	2,652.51	2,150,000.00
9	New Haven & Derby,	1,577,620.88	525,000.00	76,473.96	584,002.85	1,654,094.84	1,109,002.85	93,961,93	2,101,094.84
10	New Haven & Northampton,	3,900,000.00	3,900,000.00	50.00	.....	3,900,050.00	3,900,000.00	.....	6,360,050.00
11	New London Northern,	1,499,500.00	1,499,500.00	141,456.96	137,274.59	1,640,956.96	1,636,774.59	12,392.56	3,140,956.96
12	New York & New England,	16,750,549.86	15,000,000.00	844,811.32	2,545,383.16	17,595,361.18	17,545,383.16	46,622.54	40,179,061.18
13	N. Y., N. Haven & Hartford,	2,000,000.00	2,000,000.00	4,004,555.68	1,965,740.99	6,004,555.68	3,965,740.99	14,136.27	21,504,555.68
14	N. Y., Providence & Boston,	1,300,000.00	1,300,000.00	791,076.51	.....	2,091,076.51	1,300,000.00	15,820.86	6,091,076.51
15	Norwich & Worcester,	400,000.00	400,000.00	442,613.67	424,727.35	842,613.67	824,727.35	6,045.95	3,447,013.67
16	Ridgefield & New York,	.....	.....	874.27	.....	874.27	.....	.....	252,174.27
17	Rockville,	.....	.....	19,505.15	16,900.00	19,505.15	16,900.00	.....	128,255.15
18	Shepaug, Litchf'd & North'n,	.....	.....	19,982.55	10,000.00	19,982.55	10,000.00	.....	619,382.55
19	Shore Line	200,000.00	200,000.00	.....	.....	200,000.00	200,000.00	4,121.16	1,200,000.00
20	South Manchester,	.....	.....	23,160.75	26,660.76	23,160.75	26,660.76	.....	63,160.75
21	Stamford & New Canaan,	.....	.....	.....	.....	.....	.....	.....	99,877.46
22	Watertown & Waterbury,	19,000 00	19,000.00	21,190.00	19,860.00	40,190.00	38,860.00	4,279.28	158,390.00
	Total,	$32,768,670.74	30,056,500.00	7,911,092.12	6,464,507.02	40,679,762.86	36,521,007.02	22,500.08	105,383,321.20

TABLE V.—PROPERTY ACCOUNTS.

Number.	RAILROADS.	29 Cost of Road.	30 Cost of Equipment.	31 Bonds and Stocks.	32 Other Permanent Investments.	33 Cash and Current Assets.	34 [* Other Assets.	35 Total.	36 Cost of Road per Mile.
1	Boston & New York Air Line,	$4,436,237.83	$129,931.94			$36,451.85		$4,602,621.62	$86,140.54
2	Colchester,	50,000 00						50,000.00	13,927 55
3	Danbury & Norwalk,	1,170,270.83	228,971.89	$50,000.00				1,449,242.72	32,327.92
4	Hartford & Connecticut Valley	881,246 30	15,400.77					896,647.07	19,074 59
5	Hartford & Connecticut Western,	2,904,258.03	363,377.97		$96,599.47	92,329.76	$78.958.13	3,535,523.36	26,402 48
6	Housatonic,	4,603,084.27	1,374,248.81	79,888.00	301,109.37	191,977.24	65.865.83	6,616,173.52	51,179.50
7	Meriden, Waterbury & Conn. River,	1,383,575.81	133,057 62			30,406.21	2,932.18	1,549,971.82	45,602.36
8	Naugatuck,	2,024,697.45	297,086 57		101,500.00			2,423,284 02	35,803.67
9	New Haven & Derby,	1,856,291.98	200,675.62			65,031.93	9,799.80	2,131,799.33	110,559.32
10	New Haven & Northampton,	5,731,586.62	850,430.62	21,000.00		299.09	142,500.00	6,745 816.33	41,949.69
11	New London Northern,	2,810,584.28	248,420.44	150,000 00	93,170.00	197,271.75	78,180.86	3,577,627.33	23,227.97
12	New York & New England,	34,103,687.00	4,301,776.94	100,000.00		760,123.87	472,129.58	39,737,717.39	95,131.48
13	New York, New Haven & Hartford,	16,921,477.34	3,290,495.09	2,339,784.34	871,026 28	898,683.71	703,577.01	25,025,043.77	119,603.31
14	New York, Providence & Boston,	† 4,955,584.78	†950,822.12	993,200.00		259,845.23	241,201.11	7,400,653.24	61,430 33
15	Norwich & Worcester,	3,572,322 86	179,750.67	270,000 00	3,107.08	141,096.27	42,478 62	4,208,755 50	53,995.21
16	Ridgefield & New York,	220,074.27						220,074.27	
17	Rockville,	144,247 66	25,857.99		500.00	3,376.15	1,695.68	175,677.48	32,561.54
18	Shepaug, Litchfield & Northern,	586,624.33	40,475.31			9,979.21	3,150.00	640,228.85	18,172.99
19	Shore Line,	1,169,496.10				1,510.42		1,171,006 52	24,098.41
20	South Manchester,	77,592.20	21,123.72					98,715.92	34,528.97
21	Stamford & New Canaan,	99,877.46						99,877.46	13,038.83
22	Watertown & Waterbury,	134,248.00						134,248.00	30,236.03
	Total,	$89,837,065.40	$12,651,904.09	$4,003,872.34	$1,467,012.20	$2,688,382.69	$1,842,468.80	$112,490,705.52	$62,470.02

* Includes Matcrials and Supplies. †No separate Construction and Equipment Accounts havc ever been kept; the division is made on best information obtainable.

TABLE VI. — EARNINGS.

Number.	RAILROADS.	Gross.				Net.			
		37 Total.	38 Total per last report.	39 Per mile of road operated.	40 Per mile run.	41 Total.	42 Total per last report.	43 Per mile of road operated.	44 Per mile run.
1	Boston & New York Air Line,*								
2	Colchester,*								
3	Danbury & Norwalk,†								
4	Hartford & Conn. Valley,*								
5	Hartford & Conn. Western,	$364,702.90	$358,238.33	$3,323.03	$0.954	$110,758.67	$102,302.98	$1,009.26	$0.290
6	Housatonic,	1,159,347.12	1,087,413.41	6,711.51	1.008	448,276.29	285,818.66	2,595.09	.390
7	M'rd'n, W'tbr'y & Conn. Riv.,	67,835.86	39,906.24	2,235.85	.564		4,444.28		
8	Naugatuck,*								
9	New Haven & Derby,	185,925.12	173,778.84	11,073.57	1.447	73,315.26	74,635.74	4,366.60	.571
10	New Haven & Northampton,*								
11	New London Northern,	597,186.67	626,391.57	4,935.42	1.001	217,421.56	212,055.02	1,796.87	.364
12	New York & New England,	5,497,398.73	5,273,451.01	11,575.91	1.236	1,836,951.31	1,348,762.28	3,868.08	.412
13	N. Y., New Haven & Hartford,	10,166,430.84	9,889,298.12	19,331.85	1.439	3,076,491.10	2,297,235.13	5,850.06	.435
14	N. Y., Providence & Boston,	1,363,256.43	1,303,169.25	15,789.39	1.234	422,630.94	338,345.81	4,894.96	.382
15	Norwich & Worcester,‡								
16	Ridgefield & New York,								
17	Rockville,†								
18	Shepaug, Litchfield & North.,	67,707.03	70,398.80	2,097.49	1.121	21,756.00	13,699.84	673.97	.360
19	Shore Line,*								
20	South Manchester,	17,087.64	16,996.54	7,594.50	.919	2,693.75		1,197.22	.145
21	Stamford & New Canaan,*								
22	Watertown & Waterbury,*								
	Total,	$19,486,878.34	$18,839,042.11	$12,394 02	$1.293	$6,210,294.88	$4,677,299.74	$3,949.31	$0.412

*Included in N. Y., N. H. & H. R. R. Co. †Included in Housatonic R. R. Co. ‡Included in N. Y. & N. E. R. R. Co.

TABLE VII.

Number.	RAILROADS.	Dividends. 45 Total Amount Paid.	46 Total per last report.	47 Capital Stock on which Dividends were Paid.	48 Capital Stock on which no Dividends were Paid.	49 Paid for taxes.	50 Paid for interest.	51 Paid for insurance.
1	Boston & New York Air Line,	$119,920.00	$119,920.00	*$2,998,000.00	$464,230.88	.....	$26,750.00	.....
2	Colchester,	.....	.....	.....	25,000.00	.....	.....	.....
3	Danbury & Norwalk,	30,000.00	30,000.00	600,000.00	.....	$12,012.45	41,500.00	.....
4	Hartford & Connecticut Valley,	31,968.00	31,968.00	799,200.00	.....	.....	.....	.....
5	Hartford & Connecticut Western,	193.50	396.00	6,900.00	2,627,300.00	13,418.20	30,400.00	$804.85
6	Housatonic,	.....	.....	.....	2,970,300.00	43,486.59	133,253.91	5,398.13
7	Meriden, Waterbury & Conn. River,	.....	.....	.....	500,000.00	8,957.64	21,822.07	611.48
8	Naugatuck,	200,000.00	200,000.00	2,000,000.00	.....	.....	6,000.00	.....
9	New Haven & Derby,	.....	.....	.....	447,000.00	16,167.50	51,465.00	825.00
10	New Haven & Northampton,	24,600.00	24,600.00	2,460,000.00	.....	.....	233,000.00	.....
11	New London Northern,	105,000.00	105,000.00	1,500,000.00	.....	280.78	86,108.83	.....
12	New York & New England,	152,638.90	139,416.67	*2,583,700.00	20,000,000.00	237,560.12	1,012,937.12	12,959.40
13	New York, New Haven & Hartford,	1,550,000.00	1,550,000.00	15,500,000.00	.....	498,913.37	171,240.90	4,807.87
14	New York, Providence & Boston,	350,000.00	300,000.00	3,500,000.00	500,000.00	40,669.57	86,337.21	2,448.21
15	Norwich & Worcester,	207,824.00	207,824.00	*2,597,800.00	6,600.00	.....	24,000.00	.....
16	Ridgefield & New York,	.....	.....	.....	251,300.00	.....	.....	.....
17	Rockville,	2,400.00	2,400.00	*40,000.00	68,750.00	.....	1,014.00	.....
18	Shepaug, Litchfield & Northern,	.....	.....	.....	599,400.00	700.00	871.83	269.24
19	Shore Line,	72,500.00	72,000.00	1,000,000.00	.....	17,000.00	9,056.75	.....
20	South Manchester,	.....	.....	.....	40,000.00	386.61	.....	24.67
21	Stamford & New Canaan,	4,000.00	4,000.00	99,877.46	.....	.....	.....	.....
22	Watertown & Waterbury,	.....	.....	.....	118,200.00	.....	.....	.....
	Total,	$2,851,044.40	$2,787,524.67	$35,685,477.46	$29,018,080.88	$889,552.83	$1,935,757.62	$28,148.85

* Preferred Stock.

TABLE VIII. — OPERATING EXPENSES.

Number.	RAILROADS.	52 Maintenance of Way and Structures.	53 Maintenance of Equipment.	54 Conducting Transportation.	55 General Expenses.	56 Total.	57 Total per last report.	58 Per mile of road operated.	59 Per mile run.
1	Bost'n & N. York Air Line,*	.....	.....	.....	.....	.....	.....	.....	.....
2	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,†	.....	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Conn. Valley,*	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Conn. Western,	$82,237.85	$28,431.62	$107,639.78	$35,634.98	$253,944.23	$255,935.35	$2,313.84	$0.664
6	Housatonic,	137,562.26	86,270 70	414,781.62	72,456.25	711,070.83	801,594.75	4,116.42	.618
7	Mer., Wat. & Conn. River,	26,708.73	5,670.45	35,053.87	8,496.82	75,929.87	35,461.96	2,502.63	.631
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,	18,448.65	9,573.86	70,076.90	14,510.45	112,609.86	99,143.10	6,706.96	.876
10	New Haven & Northamp.,*	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,	85,587.27	48,858.47	233,373.14	11,946.23	379,765.11	414,336.55	3,138.55	.637
12	New York & New England,	628,544.21	588,196.11	2,076,832.15	366,874.95	3,660,447.42	3,924,688.73	7,707.81	.823
13	N. Y., N. H. & Hartford,	1,591,519.56	1,024,901.68	3,742,078.33	731,440.17	7,089,939.74	7,592,062.99	13,481.79	1.004
14	N. Y., Prov. & Boston,	280,013.75	89,160.28	474,419.13	97,032.33	940,625.49	964,823.44	10,894.43	.852
15	Norwich & Worcester,‡	.....	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville,‡	.....	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litch. & North.,	22,023.55	4,404.78	19,062.48	5,080.22	45,951.03	56,698.96	1,423.51	.761
19	Shore Line,*	.....	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,	5,520.83	576.85	8,112.13	184.08	14,393.89	19,719.68	6,397.28	.774
21	Stamford & New Canaan,*	.....	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	$2,878,166.66	$1,886,044.80	$7,181,429.53	$1,343,656.48	$13,284,677.47	$14,164,465.51	$8,449.31	$0.881

* Included in N. Y., N. H. & H. R. R. Co. † Included in Housatonic R. R. Co. ‡ Included in N. Y. & N. E. R. R. Co.

TABLE IX. — MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	60 Repairs of road-bed and track.	61 Repairs of bridges and culverts.	62 Repairs of buildings.	63 Miscellaneous.	64 Total.	65 Per mile of road operated.	66 Per mile run.
1	Boston & New York Air Line,*							
2	Colchester,*							
3	Danbury & Norwalk,†							
4	Hartford & Conn. Valley,*							
5	Hartford & Conn. Western,	$57,672.77	$9,921.73	$6,585.67	$8,057.68	$82,237.85	$749.32	0.177
6	Housatonic,	118,789.81	4,284.55	6,323.17	8,164.73	137,562.26	796.01	.107
7	Meriden, Waterb'y & Co'n. Riv.	25,726.41	505.39	129.91	347.02	26,708.73	880.31	.218
8	Naugatuck,*							
9	New Haven & Derby,	9,351.73	8,274.25	256.72	565.95	18,448.65	1,098.78	.137
10	New Haven & Northampton,*							
11	New London Northern,	61,133.78	14,510.97	3,124.48	6,818.04	85,587.27	707.25	.126
12	New York & New England,	465,957.88	82,103.09	54,020.80	26,462.44	628,544.21	1,352.75	.123
13	N. Y., N. H. & Hartford,	1,109,763.57	203,159.04	186,339.51	92,257.44	1,591,519.56	3,132.42	.185
14	N. Y., Providence & Boston,	158,096.28	86,349.99	20,098.17	15,469.31	280,013.75	3,243.15	.221
15	Norwich & Worcester,‡							
16	Ridgefield & New York,							
17	Rockville,‡							
18	Shepaug, Litchfield & North'n,	19,105.06	1,034.39	773.59	1,110.51	22,023.55	682.26	.333
19	Shore Line,*							
20	South Manchester,	5,225.56		118 11	177.16	5,520.83	2,453.70	.281
21	Stamford & New Canaan,*							
22	Watertown & Waterbury,*							
	Total,	$2,030,822.85	$410,143.40	$277,770.13	$159,430.28	$2,878,166.66	$1,864.80	0.162

*Included in N. Y., N. H. & H. R. R. Co. †Included in Housatonic R. R. Co. ‡Included in N. Y. & N. E. R. R. Co.

TABLE X.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	Repairs and Renewals.							
		67 Locomotives.	68 Passenger cars.	69 Freight cars.	70 Shop machinery, tools, etc.	71 Other expenses.	72 Total.	73 Per mile of road operated.	74 Per mile run.
1	Boston & N. Y. Air Line,*	.....	.....	.....	.....	.....	.....	.....	.....
2	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,†	.....	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Conn. Valley,*	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Conn. Western,	$10,926.56	$7,920.91	$8,463.58	$1,120.57	.....	$28,431.62	$259.06	$0.074
6	Housatonic,	32,772.12	21,537.74	31,959.09	1.75	.....	86,270.70	499.42	.075
7	Meriden, Wat'b'y & C'n. Riv.,	3,079.96	2,409.80	.....	180.69	.....	5,670.45	186.90	.047
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,	3,553.14	3,127.42	2,893.30	.....	.....	9,573.86	570.21	.074
10	New Haven & Northamp'n,*	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,	25,505.80	6,802.09	15,519.38	876.30	$154.90	48,858.47	403.79	.082
12	New York & New England,	234,794.76	107,625.09	168,887.43	40,406.85	36,481.98	588,196.11	1,236.51	.132
13	N. Y., N. H. & Hartford,	351,534.05	331,872.90	220,393.52	36,989.04	84,112.17	1,024,901.68	1,948.89	.145
14	N. Y., Providence & Boston,	34,746.31	30,453.91	14,578.23	6,083.04	3,298.79	89,160.28	1,032.66	.081
15	Norwich & Worcester,‡	.....	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville,‡	.....	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litchfi'd & N'th'rn,	2,264.40	833.88	1,183.51	122.99	.....	4,404.78	136.45	.073
19	Shore Line,*	.....	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,	235.96	294.49	.....	46.40	.....	576.85	256.37	.031
21	Stamford & New Canaan,*	.....	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	$699,413.06	$512,878.23	$463,878.04	$85,827.63	$124,047.84	$1,886,044.80	$1,195.09	$0.125

*Included in N. Y., N. H. & H. R. R. Co. †Included in Housatonic R. R. Co. ‡Included in N. Y. & N. E. R. R. Co.

TABLE XI. — EXPENSES OF TRANSPORTATION.

Number.	RAILROADS.	Wages. 75 Trainmen.	Wages. 76 Switchmen, Flagmen, and Watchmen.	Wages. 77 Station Agents, Clerks, and Laborers.	78 Fuel for Locomotives.	79 Injuries to Persons.	80 Damage or loss of Property.	81 Other Expenses.	82 Total.
1	Boston & N. York Air Line,*.	.....	.....	.....	.....	.....	.....	.....	.....
2	Colchester,*.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,†.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Conn. Valley,*...	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Conn. Western,...	$35,975.05	$2,846.55	$27,194.73	$32,645.46	$159.75	$578.81	$8,239.43	$107,639.78
6	Housatonic,.....	133,881.53	9,620.00	62,807.83	98,637.74	2,570.86	3,477.16	103,786.50	414,781.62
7	Merid'n, Waterb'y & Conn. R.,	11,414.90	1,242.60	11,014.20	8,084.03	482.40	132.53	2,683.21	35,053.87
8	Naugatuck,*.....	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,.....	23,100.00	3,550.00	20,905.99	13,763.06	374.85	603.56	7,779.44	70,076.90
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,.....	58,026.87	6,336.82	56,807.17	64,668.97	1,040.62	3,129.45	43,363.24	233,373.14
12	New York & New England,..	619,388.32	155,609.45	489,510.49	485,225.88	10,918.42	18,808.41	297,371.18	2,076,832.15
13	N. Y., N. Haven & Hartford,	1,196,867.90	169,751.26	743,529.63	619.004.81	69,474.37	16,378.75	927,071.61	3,742,078.33
14	N. Y., Providence & Boston,.	131,198.79	43,747.49	106,017.11	92,188.12	8,950.48	8,487.66	83,829.48	474,419.13
15	Norwich & Worcester,‡.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville,‡.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litchf'd & North'n,	8,331.31	.....	3,388.45	5,933.71	.....	60.90	1,348.11	19,062.48
19	Shore Line,*.....	.....	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,.....	3,942.40	1,092.00	1,000.00	1,058.43	.....	.....	1,019.30	8,112.13
21	Stamford & New Canaan,*...	.....	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,*...	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	$2,222,127.07	$393,796.17	$1,522,175.60	$1,421,210.21	$93,971.75	$51,657.23	$1,476,491.50	$7,181,429.53

*Included in N. Y., N. H. & H. R. R. Co. †Included in Housatonic R. R. Co. ‡Included in N. Y. & N. E. R. R. Co.

TABLE XII. — PASSENGER TRAFFIC.

Number.	RAILROADS.	Transportation.			Receipts.			
		83 Passengers carried.	84 Passengers carried per last report.	85 Number carried one mile.	86 Total Passenger revenue.	87 Average per passenger per mile run.	88 Per mile of road.	89 Per train mile.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....
2	Colchester,*	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,†	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Valley,*	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,	291,054	294,414	4,417,301	$124,318.08	$0.02814	$1,132.738	$0.754
6	Housatonic,	1,063,376	1,021,625	16,872,022	410,859.10	.02435	2,378.420	.883
7	Meriden, Waterbury & Conn. River,	69,707	34,414	868,491	22,388.90	.02578	737.933	.567
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,	325,744	303,758	2,469,140	90,106.45	.0358	5,300.38	.087
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,	532,780	535,124	7,943,277	218,882.15	.02750	2,188.821	.784
12	New York & New England,	7,381,179	6,852,379	95,746,000	1,917,313.11	.02000	4,030.590	1.050
13	New York, New Haven & Hartford,	12,088,662	11,835,812	298,510,162	5,147,379.53	.01720	10,131.040	1.419
14	New York, Providence & Boston,	2,076,791	1,929,956	37,976,454	731,493.30	.01930	8,327.560	1.050
15	Norwich & Worcester,‡	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....
17	Rockville,‡	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litchfield & Northern,	21,267	22,561	407,117	16,331.14	.04010	506.390	.676
19	Shore Line,*	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,	159,661	142,623	359,237	10,961.39	.03051	4,871.73	.641
21	Stamford & New Canaan,*	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,*	.....	.....	.....	.....	.....	.....	.....
	Total,	24,010,221	22,972,666	465,569,201	$8,690,033.15	$0.0186	$5,966.872	$1.202

*Included in N. Y., N. H. & H. R. R. Co. †Included in Housatonic R. R. Co. ‡Included in N. Y. & N. E. R. R. Co.

TABLE XIII. — FREIGHT TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			RECEIPTS.			
		90 Total tons carried.	91 Same per last report.	92 Tons carried one mile.	93 Total freight revenue.	94 Average per ton per mile.	95 Per mile of road.	96 Per train mile.
1	Boston & New York Air Line,*							
2	Colchester,*							
3	Danbury & Norwalk,†							
4	Hartford & Connecticut Valley,*							
5	Hartford & Connecticut Western,	239,441	$237,253	10,211,071	$219,515.61	$0.02149	$2,000.14	$1.482
6	Housatonic,	561.752	503,271	27,106,360	655,455.75	.02270	3,794.46	1.216
7	Meriden, Waterbury & Conn. River,	61,875	43,319	991,082	42,657.76	.04304	1,405.99	.979
8	Naugatuck,*							
9	New Haven & Derby,	115,941	110,420	1,333,320	88,789.69	.045	5,222.92	1.801
10	New Haven & Northampton,*							
11	New London Northern,	377,996	535,141	23,877,371	344,050.34	.0144	3,440.50	1.710
12	New York & New England,	2,705,332	2,552,332	237,200,644	3,221,862.62	.01359	6,773.03	2.020
13	New York, New Haven & Hartford,	3,246,833	3,169,531	224,508,890	4,109,127.78	.0183	8,087.56	1.929
14	New York, Providence & Boston,	543,860	498,625	23,641,594	551,622.32	.0233	6,279.87	2.470
15	Norwich & Worcester,‡							
16	Ridgefield & New York,							
17	Rockville,‡							
18	Shepaug, Litchfield & Northern,	53,216	56,216	986,535	48,088.62	.0488	1,491.12	1.678
19	Shore Line,*							
20	South Manchester,	20,136	23,441	45,306	6,057.49	.1163	2,692.21	4.046
21	Stamford & New Canaan,*							
22	Watertown & Waterbury,*							
	Total,	7,926,382	$7,729,549	549,902,173	$9,287,227.98	$0.0169	$6,376.92	$1.948

*Included in N. Y., N. H. & H. R. R. Co. †Included in Housatonic R. R. Co. ‡Included in N. Y. & N. E. R. R. Co.

TABLE XIV. — FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	Coal.		Wood.		101	102	103	104
		97 Number of tons.	98 Average cost per ton.	99 Number of cords.	100 Average cost per cord.	Total tons fuel consumed.	Total cost.	Total miles run.	Average pounds consumed per mile.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....	.....
2	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,†	.....	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Valley,*	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,	9,313	$3.50	.....	.....	9,313	$32,645.46	382,306	54.56
6	Housatonic,	29,225	.....	100	.....	29,325	98,637.74	1,149,666	57.14
7	Meriden, Waterbury & Conn. River,	3,002	3.61	76	$3.50	3,040	8,084.03	120,241	56.63
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,	5,200	3.35	78	3.00	5,278	13,763.06	128,441	92.05
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,	16,277	3.84	1,819	3.28	17,490	64,668.97	596,756	66.00
12	New York & New England,	157,575	3.16	.....	.....	157,575	485,225.88	4,448,240	70.85
13	New York, New Haven & Hartford,	205,209	3.00	714	2.52	205,567	619,004.81	7,062,622	58.21
14	New York, Providence & Boston,	24,224	3.73	.....	.....	24,224	92,188.12	1,104,445	49.13
15	Norwich & Worcester,‡	.....	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville,‡	.....	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litchfield & Northern,	1,279	4.95	.....	.....	1,279	5,933.71	60,370	47.45
19	Shore Line,*	.....	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,	164	5.58	44	3.50	252	1,058.43	18,583	30.38
21	Stamford & New Canaan,*	.....	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	451,468	.....	2,831	.....	453,343	$1,421,210.21	15,071,670	67.03

* Included in N. Y., N. H. & H. R. R. Co. † Included in Housatonic R. R. Co. ‡ Included in N. Y. & N. E. R. R. Co.

TABLE XV.—MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	105 Passenger trains.	106 Freight trains.	107 Other trains.	108 Total.	109 Total per last report.	110 Employees, including officers.	111 Same per last report.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....
2	Colchester,*	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,†	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Valley,*	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,	164,948	148,115	69,243	382,306	346,196	438	298
6	Housatonic,	443,151	472,786	233,729	1,149,666	1,040,224	1,000	787
7	Meriden, Waterbury & Conn. River,	39,464	43,579	37,198	120,241	49,417	102	95
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,	59,777	49,132	19,532	128,441	122,306	144	112
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,	279,002	200,776	116,978	596,756	598,523	616	546
12	New York & New England,	1,911,600	1,566,831	969,809	4,448,240	4,237,556	4,113	4,129
13	New York, New Haven & Hartford,	3,594,767	2,032,372	1,435,483	7,062,622	6,629,341	6,991	7,242
14	New York, Providence & Boston,	693,745	223,426	187,274	1,104,445	969,322	887	974
15	Norwich & Worcester,‡	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....
17	Rockville,‡	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litchfield & Northern,	28,644	28,657	3,069	60,370	65,617	69	70
19	Shore Line,*	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,	17,086	1,497	.....	18,583	16,938	13	14
21	Stamford & New Canaan,*	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,*	.....	.....	.....	.....	.....	.....	.....
	Total,	7,232,184	4,767,171	3,072,315	15,071,670	14,075,440	14,373	14,267

*Included in N. Y., N. H. & H. R. R. Co. †Included in Housatonic R. R. Co. ‡Included in N. Y. & N. E. R. R. Co.

TABLE XVI.—EQUIPMENT.

Number.	RAILROADS.	Locomotives.		Cars.				Cars with Train Brake.		Cars with Automatic Couplers.	
		112 Number.	113 With train brake.	114 Passenger service.	115 Freight and other.	116 Total.	117 Total per last report.	118 In passenger service.	119 In freight service.	120 In passenger service.	121 In freight service.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Valley,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,	17	15	22	508	530	526	22	.....	22	140
6	Housatonic,	37	21	78	1,222	1,300	1,285	63	.....	63	209
7	Meriden, Waterbury & Conn. River,	5	2	10	155	165	166	10	.....	10	85
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,	9	9	12	73	85	85	12	.....	12	.....
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,	24	12	28	341	369	382	27	.....	28	.....
12	New York & New England,	170	128	251	4,944	5,195	5,010	251	78	251	138
13	New York, New Haven & Hartford,	199	149	578	4,486	5,064	4,990	578	128	578	78
14	New York, Providence & Boston,	35	35	71	502	573	525	71	11	71	11
15	Norwich & Worcester,‡	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville,‡	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litchfield & Northern,	4	.....	5	43	48	48	.....	.....	.....	.....
19	Shore Line,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,	3	3	3	.....	3	3	.....	.....	.....	.....
21	Stamford & New Cannan,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	503	374	1,058	12,274	13,322	13,020	1,034	217	1,035	661

* Included in N. Y., N. H. & H. R. R. Co. † Included in Housatonic R. R. Co. ‡ Included in N. Y. & N. E. R. R. Co.

TABLE XVII. — HIGHWAY CROSSINGS IN CONNECTICUT.

Number.	RAILROADS.	122 Over the track.	123 Under the track	124 At grade.	125 At grade per last report.	126 At grade with gates.	127 At grade with flagmen.	128 At grade with electric signal.
1	Boston & New York Air Line,	16	9	48	48	.....	.....	.....
2	Colchester,	.....	.....	2	2	.....	.....	.....
3	Danbury & Norwalk,	.....	.....	78	78	.....	.....	.....
4	Hartford & Connecticut Valley,	1	13	67	67	6	2	7
5	Hartford & Connecticut Western,	8	8	74	74	.....	2	3
6	Housatonic,	1	3	129	129	3	3	1
7	Meriden, Waterbury & Conn. River,	19	18	16	15	.....	.....	.....
8	Naugatuck,	1	1	51	51	6	.....	4
9	New Haven & Derby,	10	9	19	19	3	3	.....
10	New Haven & Northampton,	12	11	82	82	1	1	2
11	New London Northern,	4	2	44	44	.....	4	2
12	New York & New England,	32	41	221	222	19	8	3
13	New York, New Haven & Hartford,	43	27	172	174	48	7	11
14	New York, Providence & Boston,	5	8	24	17	5	9	4
15	Norwich & Worcester,	5	2	38	38	1	1	2
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....
17	Rockville,	.....	2	8	8	.....	.....	.....
18	Shepaug, Litchfield & Northern,	1	2	36	37	.....	.....	.....
19	Shore Line,	15	13	61	65	.....	.....	1
20	South Manchester,	.....	.....	3	3	.....	.....	.....
21	Stamford & New Canaan,	.....	1	8	8	.....	.....	.....
22	Watertown & Waterbury,	.....	3	3	3	.....	.....	.....
	Total,	173	173	1,184	1,184	92	40	40

TABLE XVIII.

Number.	RAILROADS.	STATIONS. 129 On main line and branches.	130 In Conn.	131 Average number of miles for each station in Conn.	RAILS. 132 Miles of Steel.	133 Miles of Iron.	134 New ties laid during the year.	135 Miles of road operated.
1	Boston & New York Air Line,	18	18	2.86	*	*	*	*
2	Colchester,	2	2	1.80	*	*	*	*
3	Danbury & Norwalk,	14	14	2.59	†	†	†	†
4	Hartford & Connecticut Valley,	20	20	2.31	*	*	*	*
5	Hartford & Connecticut Western,	40	27	2.49	87.25	43.09	28,484	109.75
6	Housatonic,	54	36	2.49	78.30	104.	75,284	172.74
7	Meriden, Waterbury & Conn. River,	14	14	2.16	36.16	.....	2,613	30.34
8	Naugatuck,	22	22	2.97	*	*	*	*
9	New Haven & Derby,	8	8	2.10	18.96	.....	42,300	16.79
10	New Haven & Northampton,	41	20	3.03	*	*	*	*
11	New London Northern,	45	23	2.43	110.	38.32	60,468	121.
12	New York & New England,	214	73	2.72	589.84	158.10	257,997	474.90
13	New York, New Haven & Hartford,	74	49	2.44	750.64	147.07	392,584	525.89
14	New York, Providence & Boston,	58	8	2.12	.....	.....	79,207	86.34
15	Norwich & Worcester,	25	16	3.06	‡	‡	‡	‡
16	Ridgefield & New York,	.....	.....	.....	.....	.....	.....	.....
17	Rockville,	4	4	1.20	‡	‡	‡	‡
18	Shepaug, Litchfield & Northern,	12	12	1.20	20.44	14.89	9,000	32.28
19	Shore Line,	26	26	1.86	*	*	*	*
20	South Manchester,	2	2	1.13	2.25	1.75	2,374	2.25
21	Stamford & New Canaan,	5	5	1.53	*	*	*	*
22	Watertown & Waterbury,	3	3	1.48	*	*	*	*
	Total,	701	402	2.49	.....	.....	950,311	1,572.28

* Included in N. Y., N. H. & H. R. R. Co. † Included in Housatonic R. R. Co. ‡ Included in N. Y. & N. E. R. R. Co.

TABLE XIX.—GENERAL PERCENTAGE.

Number.	RAILROADS.	136 Gross earnings to capital and debt.	137 Net earnings to capital and debt.	138 Net earnings to permanent investment.	139 Net earnings to gross earnings.	140 Operating expenses to gross earnings.	141 Passenger receipts to gross earnings.	142 Freight receipts to gross earnings.
1	Boston & New York Air Line,							
2	Colchester,							
3	Danbury & Norwalk,							
4	Hartford & Connecticut Valley,							
5	Hartford & Connecticut Western,	10.92	3.35	3.29	30.37	69.63	34.08	60.19
6	Housatonic,	14.95	5.79	5.74	38.67	61.33	35.44	56.53
7	Meriden, Waterbury & Conn. River,	4.26				111.93	33.	62.88
8	Naugatuck,							
9	New Haven & Derby,	8.85	3.49	3.56	39.43	60.57	49.54	48.83
10	New Haven & Northampton,							
11	New London Northern,	19.01	6.92	6.58	36.41	63.59	36.65	57.61
12	New York & New England,	12.56	4.20	4.30	33.42	66.58	34.87	58.61
13	New York, New Haven & Hartford,	27.71	8.38	7.81	30.27	69.73	50.63	40.42
14	New York, Providence & Boston,	22.38	6.94	6.12	31.	69.	53.66	40.46
15	Norwich & Worcester,							
16	Ridgefield & New York,							
17	Rockville,							
18	Shepaug, Litchfield & Northern,	10.93	3.51	3.47	32.19	67.81	24.12	71.02
19	Shore Line,							
20	South Manchester,	27.05	4.26	2.73	15.76	84.24	64.14	35.45
21	Stamford & New Canaan,							
22	Watertown & Waterbury,							
	Total,	18.54	5.91	5.76	31.87	68.12	44.59	47.66

TABLE XX.—ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS.

Number.	RAILROADS.	General Statement.						Highway Crossings.		Employees.						Passengers.		Trespassers.	
		143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160
		Passengers.	Employees.	Trespassers.	Total.	Fatal.	Not fatal.	Fatal.	Not fatal.	Falling from engine or car.	Coupling or uncoupling.	Overhead obstructions.	Other causes.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.
1	Boston & New York Air Line,..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Colchester,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Valley,....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,.	.....	3	1	4	1	3	1	....	.....	2	.....	1	.....	3	.....	.....	1	.....
6	Housatonic,.....	1	17	15	33	17	16	.....	.....	4	6	1	6	4	13	1	.....	12	3
7	Meriden, Waterbury & Conn. River,	.....	3	.....	3	1	2	.....	.....	.....	1	1	1	1	2	.....	.....	.....	.....
8	Naugatuck,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,.....	.....	3	1	4	2	2	.....	.....	.....	1	2	.....	1	2	.....	.....	1	.....
10	New Haven & Northampton,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,.....	.....	2	.....	2	1	1	.....	.....	1	1	.....	.....	1	1	.....	.....	.....	.....
12	New York & New England,.....	7	131	27	165	19	146	1	3	25	43	6	57	10	121	1	6	8	19
13	New York, New Haven & Hartford,	58	198	145	401	109	292	12	12	30	89	7	72	21	177	4	54	84	61
14	New York, Providence & Boston,..	.....	2	5	7	5	2	.....	.....	.....	.....	.....	2	1	1	.....	.....	4	1
15	Norwich & Worcester..	... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Shepaug, Litchfield & Northern,...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Shore Line,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	South Manchester,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Stamford & New Canaan,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Watertown & Waterbury,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	66	359	194	619	155	464	14	15	60	143	17	139	39	320	6	60	110	84

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Capital Stock Issued.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	$3,818,400.00	$3,825,100.00	$3,834,800.00	$3,861,180.88	$3,862,230.88
2	Colchester,	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
3	Connecticut Central,	448,500.00	448,500.00	448,500.00	.....	.....
4	Danbury & Norwalk,	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00
5	Hartford & Conn. Valley,	723,200.00	723,200.00	799,200.00	799,200.00	799,200.00
6	Hartford & Conn. Western,	2,540,300.00	2,550,200.00	2,600,000.00	2,627,300.00	2,634,200.00
7	Housatonic,	2,000,000.00	2,000,000.00	2,000,000.00	3,150,400.00	2,970,300.00
8	Meriden, Waterbury & Conn. River,	*300,000.00	*300,000.00	*300,000.00	500,000.00	500,000.00
9	Naugatuck,	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
10	New Haven & Derby,	446,600.00	446,600.00	446,600.00	447,000.00	447,000.00
11	New Haven & Northampton,	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
12	New London Northern,	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
13	New York & New England,	18,699,000.00	21,213,000.00	21,662,000.00	21,934,000.00	22,583,700.00
14	New York, New Haven & Hartford,	15,500,000.00	15,500,000.00	15,500,000.00	15,500,000.00	15,500,000.00
15	New York, Providence & Boston,	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00	4,000,000.00
16	Norwich & Worcester,	2,604,400.00	2,604,400.00	2,604,400.00	2,604,400.00	2,604,400.00
17	Ridgefield & New York,	246,550.00	246,550.00	246,550.00	246,550.00	251,300.00
18	Rockville,	108,750.00	108,750 00	108,750.00	108,750.00	108,750.00
19	Shepaug, Litchfield & Northern,	†299,700.00	†299,850.00	†580,950.00	591,750.00	599,400.00
20	Shore Line,	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
21	South Manchester,	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
22	Stamford & New Canaan,	99,877.46	99,877.46	99,877.46	99,877.46	99,877.46
23	Watertown & Waterbury,	118,200.00	118,200.00	118,200.00	118,200.00	118,200.00
	Total,	$58,578,477.46	$61,109,227.46	$61,975,727.46	$63,213,608.34	$64,703,558.34

*Meriden & Cromwell R. R. Co. †Shepaug R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Funded Debt.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	$500,000.00	$500,000.00	$500,000.00	$500,000.00	$500,000.00
2	Colchester,	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
3	Connecticut Central,	325,000.00	325,000.00	325,000.00	.....	.....
4	Danbury & Norwalk,	650,000.00	650,000.00	650,000.00	650,000.00	650,000.00
5	Hartford & Conn. Valley,	150,000.00	137,200.00	1,600.00	.....	.....
6	Hartford & Conn. Western,	510,000.00	610,000.00	610,000.00	608,000.00	608,000.00
7	Housatonic,	1,096,500.00	1,120,000.00	1,120,000.00	3,080,000.00	3,189,000.00
8	Meriden, Waterbury & Conn. River,	.....	.....	.....	200,000.00	.....
9	Naugatuck,	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00
10	New Haven & Derby,	525,000.00	525,000.00	525,000.00	525,000.00	1,577,620.88
11	New Haven & Northampton,	3,200,000.00	3,900,000.00	3,900,000.00	3,900,000.00	3,900,000.00
12	New London Northern,	1,499,500.00	1,499,500.00	1,499,500.00	1,499,500.00	1,499,500.00
13	New York & New England,	14,031,000.00	14,361,000.00	14,361,000.00	15,000,000.00	16,750,549.86
14	New York, New Haven & Hartford,	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
15	New York, Providence & Boston,	1,300,000.00	1,300,000.00	1,300,000.00	1,300,000.00	1,300,000.00
16	Norwich & Worcester,	400,000.00	400,000.00	400,000.00	400,000.00	400,000.00
17	Ridgefield & New York,	.....	.....	.....	.....	.....
18	Rockville,	.....	.....	.....	.....	.....
19	Shepaug, Litchfield & Northern,	*400,000.00	*400,000.00	.....	.....	.....
20	Shore Line,	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
21	South Manchester,	.....	.....	.....	.....	.....
22	Stamford & New Canaan,	.....	.....	.....	.....	.....
23	Watertown & Waterbury,	19,000.00	19,000.00	19,000.00	19,000.00	19,000.00
	Total,	$26,981,000.00	$28,121,700.00	$27,586,100.00	$30,056,500.00	$32,768,670.74

*Shepaug R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Floating Debt.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	.....	.....	.....	.....	$2,000.00
2	Colchester,	.....	.....	.....	.....	.....
3	Connecticut Central,	$142,769.16	$165,519.16	$188,269.16	.....	.....
4	Danbury & Norwalk,	79,803.17	77,045.48	.....	.....	50,000.00
5	Hartford & Connecticut Valley,	47,359.57	21,823.96	51,190.22	$33,347.15	.....
6	Hartford & Connecticut Western,	200,961.89	50,634.18	33,090.25	34,496.97	95,672.49
7	Housatonic,	249,899.40	340,718.16	225,705.80	42,815.43	287,035.83
8	Meriden, Waterbury & Conn. River,	*40,469.47	*70,269.32	*79,421.39	623,297.77	1,090,632.98
9	Naugatuck,	66,918.64	78,209.43	94,326.63	.....	.....
10	New Haven & Derby,	298,455.37	298,942.24	452,187.27	584,002.85	76,473.96
11	New Haven & Northampton,	859,128.52	175,544.55	181,820.30	.....	50.00
12	New London Northern,	178,963 59	136,838.09	138,624.84	137,274.59	141,456.96
13	New York & New England,	4,107,987.67	2,263,406.25	2,634,339.98	2,545,383.16	844,811.32
14	New York, New Haven & Hartford,	610,264.06	641,687.80	837,224.94	1,965,740.99	4,004,555.68
15	New York, Providence & Boston,	.....	.....	.....	.....	791,076.51
16	Norwich & Worcester,	118,121.21	185,641.78	171,043.57	424,727.35	442,613.67
17	Ridgefield & New York,	.....	.....	.....	.....	874.27
18	Rockville,	18,000.00	17,500.00	16,900.00	16,900.00	19,505.15
19	Shepaug, Litchfield & Northern,	†238,000.00	†266,000.00	10,000.00	10,000.00	19,982.55
20	Shore Line,	.....	.....	.....	.....	.....
21	South Manchester,	21,338.48	16,424.55	13,210.49	26,660.76	23,160.75
22	Stamford & New Canaan,	.....	.....	.....	.....	.....
23	Watertown & Waterbury,	15,870.00	17,200.00	18,530.00	19,860.00	21,190.00
	Total,	$7,294,310.20	$4,823,404.95	$5,145,884.84	$6,464,507.02	$7,911,092.12

*Meriden & Cromwell R. R. Co. †Shepaug R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	$4,566,169.77	$4,566,169.77	$4,566,169.77	$4,566,169.77	$4,566,169.77
2	Colchester,	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
3	Connecticut Central,	770,655.25	770,655.25	770,655.25	...	...
4	Danbury & Norwalk,	1,380,119.99	1,399,242.72	1,399,242.72	1,399,242.72	1,449,242.72
5	Hartford & Connecticut Valley,	896,647.07	896,647.07	896,647.07	896,647.07	896,647.07
6	Hartford & Connecticut Western,	3,239,212.03	3,239,212.03	3,239,747.91	3,241,964.97	3,364,235.47
7	Housatonic,	3,333,499.39	3,379,539.39	3,466,931.03	5,937,054.41	6,358,330.45
8	Meriden, Waterbury & Conn. River,	*337,900.23	*351,544.84	*360,110.64	1,295,276.99	1,516,633.43
9	Naugatuck,	2,423,284.02	2,423,284.02	2,423,284.02	2,423,284.02	2,423,284.02
10	New Haven & Derby,	1,133,809.42	1,133,884.42	1,150,646.62	1,617,882.53	2,056,967.60
11	New Haven & Northampton,	6,580,368.24	6,580,368.24	6,581,192.74	6,581,192.74	6,603,017.24
12	New London Northern,	3,143,052.07	3,154,264.80	3,160,789.72	3,162,389.72	3,302,174.72
13	New York & New England,	36,708,040.72	36,882,293.53	37,320,674.93	37,846,293.43	38,505,463.94
14	New York, New Haven & Hartford,	16,679,328.11	16,764,737.08	17,437,319.50	19,583,728.36	23,422,783.05
15	New York, Providence & Boston,	4,155,463.12	4,213,441.95	4,445,932.00	5,080,445.18	6,899,606.90
16	Norwich & Worcester,	3,455,611.30	3,492,414 57	3,530,065.10	3,752,135.70	4,025,180.61
17	Ridgefield & New York,	214,450.00	214,450.00	214,450.00	214,450.00	220,074.27
18	Rockville,	170,105.65	170,105.65	170,105.65	170,105.65	170,605.65
19	Shepaug, Litchfield & Northern,	†268,523.78	†268,523.78	604,000.00	618,442.16	627,099.64
20	Shore Line,	1,169,496.10	1,169,496.10	1,169,496.10	1,169,496.10	1,169,496.10
21	South Manchester,	86,766.76	87,788.63	89,788.63	98,715.92	98,715.92
22	Stamford & New Canaan,	99,877.46	99,877.46	99,877.46	99,877.46	99,877.46
23	Watertown & Waterbury,	134,248.43	134,248.43	134,248.43	134,248.00	134,248.00
	Total,	$90,996,628.51	$91,442,189.73	$93,281,375.29	$99,939,042.90	$107,959,854.03

* Meriden & Cromwell R. R. Co. † Shepaug R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Total Gross Earnings.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,					
2	Colchester,					
3	Connecticut Central,					
4	Danbury & Norwalk,	$220,806.49	$232,960.39	‡ $244,186.62	‡	
5	Hartford & Connecticut Valley,	201,262.61	217,977.22	224,545.77	*	
6	Hartford & Connecticut Western,	311,062.27	348,964.51	350,484.38	$358,238.33	$364,702.90
7	Housatonic,	651,667.86	694,744.84	982,549.62	1,087,413.41	1,159,347.12
8	Meriden, Waterbury & Conn. River,	[1] 11,572.96	[1] 24,771.13	[1] 27,284.70	39,906.24	67,835.86
9	Naugatuck,	651,242.26	704,336.48	725,827.99	*	
10	New Haven & Derby,	150,737.67	162,678.60	161,975.22	173,778.84	185,925.12
11	New Haven & Northampton,	799,684 45	838,069.09	820,857.05	*	
12	New London Northern,	552,059.35	629,700.13	609,859.23	626,391.57	597,186.67
13	New York & New England,	3,280,410.67	3,863,994.25	4,217,685.03	5,273,451.01	5,497,398.73
14	New York, New Haven & Hartford,	6,895,824.75	7,601,946.41	7,890,209.28	9,889,298.12	10,166,430.84
15	New York, Providence & Boston,	1,139,886.05	1,237,120.26	1,276,797.91	1,303,169.25	1,363,256.43
16	Norwich & Worcester,	677,719.35	748,659.06	772,967.15	†	
17	Ridgefield & New York,					
18	Rockville,					
19	Shepaug, Litchfield & Northern,	*a* 68,940.21	*a* 68,383.99	70,817.21	70,398.80	67,707 03
20	Shore Line,					
21	South Manchester,	12,575.57	14,832.58	17,495.42	16,996.54	17,087.64
22	Stamford & New Canaan,					
23	Watertown & Waterbury,					
	Total,	$15,625,452.52	$17,389,138.94	$18,149,355.96	$18,839,042.11	$19,486,878.34

* Included in N. Y., N. H. & H. R. R. Co. † Included in N. Y. & N. E. R. R. Co. ‡ Included in Housatonic R. R. Co.
a Shepaug R. R. Co. [1] Meriden & Cromwell R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Total Operating Expenses.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,					
2	Colchester,					
3	Connecticut Central,					
4	Danbury & Norwalk,	$130,430.26	$140,450.16	‡ $150,141.98	‡	
5	Hartford & Connecticut Valley,	186,025.36	173,686.40	183,449.45	*	
6	Hartford & Connecticut Western,	300,699.73	247,668.76	241,688.17	$255,935.35	$263,944.23
7	Housatonic,	459,279.92	508,057.65	751,282.22	801,594.75	711,070.83
8	Meriden, Waterbury & Conn. River,	[1] 9,241.78	[1] 19,026.68	[1] 21,408.35	35,461.96	75,929.87
9	Naugatuck,	406,376.62	449,523.33	444,617.23	*	
10	New Haven & Derby,	86,957.82	88,178.73	94,140.82	99,143.10	112,609.86
11	New Haven & Northampton,	532,749.14	578,734.23	681,165.87	*	
12	New London Northern,	312,608.65	327,635.08	396,048.03	414,336.55	379,765.11
13	New York & New England,	2,404,288.11	2,565,599.92	2,820,377.72	3,924,688.73	3,660,447.42
14	New York, New Haven & Hartford,	4,563,939.09	4,911,759.88	5,526,819.84	7,592,062.99	7,089,939.74
15	New York, Providence & Boston,	729,124 62	829,682.29	833,847.67	964,823.44	940,625.49
16	Norwich & Worcester,	421,178.14	466,356.32	479,245.17	†	
17	Ridgefield & New York,					
18	Rockville,					
19	Shepaug, Litchfield & Northern,	*a* 64,612.65	*a* 54,788.09	61,778.45	56,698.96	45,951.03
20	Shore Line,					
21	South Manchester,	9,702.69	8,770.19	11,734.77	19,719.68	14,393.89
22	Stamford & New Canaan,					
23	Watertown & Waterbury,					
	Total,	$10,617,214.58	$11,477,792.56	$12,547,603.76	$14,164,465.51	$13,284,677.47

* Included in N. Y., N. H. & H. R. R. Co. † Included in N. Y. & N. E. R. R. Co. ‡ Included in Housatonic R. R. Co.
a Shepaug R. R. Co. [1] Meriden & Cromwell R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Income from Passengers.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,					
2	Colchester,					
3	Connecticut Central,					
4	Danbury & Norwalk,	$104,944.88	$109,678.90	‡	‡	
5	Hartford & Connecticut Valley,	113,839.32	118,813.33	$124,331.57	*	
6	Hartford & Connecticut Western,	116,905.89	117,006.26	117,965.44	$118,951.41	$124,318.08
7	Housatonic,	220,823.14	245,294.23	389,138.75	410,354.56	410,859.10
8	Meriden, Waterbury & Conn. River,	[1] 2,469.23	[1] 2,857.64	[1] 2,911.45	9,473.40	22,388.90
9	Naugatuck,	251,767.22	262,609.55	259,775.62	*	
10	New Haven & Derby,	66,153.22	70,321.80	72,686.17	81,322.16	90,106.45
11	New Haven & Northampton,	204,604.02	219,053.46	220,624.55	*	
12	New London Northern,	201,280.90	215,928.29	215,766.74	212,590.72	218,882.15
13	New York & New England,	1,139,915.34	1,296,895.97	1,386,488.05	1,768,814.57	1,917,313.11
14	New York, New Haven & Hartford	3,945,141 35	4,225,698.20	4,319,652.77	4,921,444.37	5,147,379.53
15	New York, Providence & Boston,	599,653.00	652,881.69	680,210 51	698,843.29	731,493.30
16	Norwich & Worcester,	181,754.00	193,062.59	204,446.13	†	
17	Ridgefield & New York,					
18	Rockville,					
19	Shepaug, Litchfield & Northern,	*a*15,326.71	*a*16,171.53	17,893.59	17,267.57	16,331.14
20	Shore Line,					
21	South Manchester,	6,811.70	8,297.82	9,677.99	10,032.82	10,961.39
22	Stamford & New Canaan,					
23	Watertown & Waterbury,					
	Total,	$7,171,389.22	$7,754,571.26	$8,021,169.33	$8,249,094.87	$8,690,033.15

*Included in N. Y., N. H. & H. R. R. Co. † Included in N. Y. & N. E. R. R. Co. ‡ Included in Housatonic R. R. Co.
[1] Meriden & Cromwell R. R. Co. *a* Shepaug R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Income from Freight.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,					
2	Colchester,					
3	Connecticut Central,					
4	Danbury & Norwalk,	$108,334.56	$115,402.27	‡	‡	
5	Hartford & Connecticut Valley,	77,737.38	86,560.04	$87,152.13	*	
6	Hartford & Connecticut Western,	175,306.19	213,437.66	214,245.23	$220,491.24	$219,515.61
7	Housatonic,	350,976.81	362,440.28	549,843.12	598,500.55	655,455.75
8	Meriden, Waterbury & Conn. River,	[1] 8,957.33	[1] 21,782.49	[1] 24,198.45	28,553.79	42,657.76
9	Naugatuck,	362,427.63	397,444.52	425,766.87	*	
10	New Haven & Derby,	79,283.99	86,225.92	83,144.24	84,977.77	88,789.69
11	New Haven & Northampton,	548,774.78	573,497.60	553,544.50	*	
12	New London Northern,	324,308.34	381,708.46	363,931.93	379,338.99	344,050.34
13	New York & New England,	1,839,999.25	2,262,479.18	2,485,912.85	3,137,845.12	3,221,862.62
14	New York, New Haven & Hartford,	2,423,593.78	2,795,240.72	2,952,361.81	4,032,611.81	4,109,127.78
15	New York, Providence & Boston,	464,514.04	508,051.38	518,673.36	525,737.88	551,622.32
16	Norwich & Worcester,	471,328.62	530,664.13	517,689.85	†	
17	Ridgefield & New York,					
18	Rockville,					
19	Shepaug, Litchfield & Northern,	*a* 43,728.84	*a* 42,011.71	46,152.42	49,818.74	48,088.62
20	Shore Line,					
21	South Manchester,	5,713.83	6,484.72	7,767.39	6,913.68	6,057.49
22	Stamford & New Canaan,					
23	Watertown & Waterbury,					
	Total,	$7,284,985.37	$8,383,431.08	$8,830,384.15	$9,064,789.57	$9,287,227.98

* Included in N. Y., N. H. & H. R. R. Co. † Included in N. Y. & N. E. R. R. Co. ‡ Included in Housatonic R. R. Co.
[1] Meriden & Cromwell R. R. Co. *a* Shepaug R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Number of Passengers Carried.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	.....	.....	.....	.....	.....
2	Colchester,	.....	.....	.....	.....	.....
3	Connecticut Central,	.....	.....	.....	.....	.....
4	Danbury & Norwalk,	430,143	447,561	‡.....	‡.....	.....
5	Hartford & Connecticut Valley,	345,630	364,149	381,135	*.....	.....
6	Hartford & Connecticut Western,	265,658	268,778	274,077	294,414	291,054
7	Housatonic,	340,954	382,526	936,395	1,021,625	1,063,376
8	Meriden, Waterbury & Conn. River,	[1]13,271	[1]17,233	[1]18,324	34,414	69,707
9	Naugatuck,	509,272	528,710	659,389	*.....	.....
10	New Haven & Derby,	182,312	193,798	232,598	303,758	325,744
11	New Haven & Northampton,	490,453	538,084	532,370	*.....	.....
12	New London Northern,	407,351	471,700	506,882	535,124	532,780
13	New York & New England,	4,620,579	5,240,906	5,698,794	6,852,379	7,381,179
14	New York, New Haven & Hartford,	7,765,575	8,267,310	9,361,426	11,835,812	12,088,662
15	New York, Providence & Boston,	1,431,264	1,581,740	2,008,496	1,929,956	2,076,791
16	Norwich and Worcester,	507,233	565,455	604,162	†.....	.....
17	Ridgefield & New York,	.....	.....	.....	.....	.....
18	Rockville,	.....	.....	.....	.....	.....
19	Shepaug, Litchfield & Northern,	*a*18,396	*a*18,758	20,516	22,561	21,267
20	Shore Line,	.....	.....	.....	.....	.....
21	South Manchester,	102,830	124,673	146,057	142,623	159,661
22	Stamford & New Canaan,	.....	.....	.....	.....	.....
23	Watertown & Waterbury,	.....	.....	.....	.....	.....
	Total,	17,430,921	19,011,381	21,380,621	22,972,666	24,010,221

*Included in N. Y., N. H. & H. R. R. Co. †Included in N. Y. & N. E. R. R. Co. ‡Included in Housatonic R. R. Co.
[1] Meriden & Cromwell R. R. Co. *a* Shepaug R. R. Co.

Number.	RAILROADS.	Tons of Freight Carried.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	.....	.....	.....	.....	.....
2	Colchester,	.....	.....	.....	.....	.....
3	Connecticut Central,	.....	.....	.....	.....	.....
4	Danbury & Norwalk,	104,944	115,240	‡.....	‡.....	.....
5	Hartford & Connecticut Valley,	74,212	78,326	86,082	*.....	.....
6	Hartford & Connecticut Western,	190,800	230,813	219,365	237,253	239,441
7	Housatonic,	285,483	306,278	452,724	503,271	561,752
8	Meriden, Waterbury & Conn. River,	[1] 8,957	[1] 21,580	[1] 29,949	43,319	61,875
9	Naugatuck,	282,632	331,437	369,410	*.....	.....
10	New Haven & Derby,	104,106	123,689	127,122	110,420	115,941
11	New Haven & Northampton,	448,714	503,016	556,569	*.....	.....
12	New London Northern,	417,651	497,573	546,096	535,141	377,996
13	New York & New England,	1,715,661	2,099,339	2,225,141	2,552,332	2,705,332
14	New York, New Haven & Hartford,	2,148,463	2,376,195	2,602,157	3,169,531	3,246,833
15	New York, Providence & Boston,	487,368	492,837	511,959	498.625	543,860
16	Norwich & Worcester,	546,059	689,749	636,029	†.....	.....
17	Ridgefield & New York,	.....	.....	.....	.....	.....
18	Rockville,	.....	.....	.....	.....	.....
19	Shepaug, Litchfield & Northern,	*a*39,121	*a*37,773	47,987	56,216	53,216
20	Shore Line,	.....	.....	.....	.....	.....
21	South Manchester,	19,826	21,970	29,122	23,441	20,136
22	Stamford & New Canaan,	.....	.....	.....	.....	.....
23	Watertown & Waterbury,	.....	.....	.....	.....	.....
	Total,	6,873,997	7,925,815	8,439,712	7,729,549	7,926,382

*Included in N. Y., N. H. & H. R. R. Co. †Included in N. Y. & N. E. R. R. Co. ‡Included in Housatonic R. R. Co.
[1] Meriden & Cromwell R. R. Co. *a* Shepaug R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Amount Paid in Dividends.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	$120,130.00	$119,980.00	$121,360.00	$119,920.00	$119,920.00
2	Colchester,					
3	Connectieut Central,					
4	Danbury & Norwalk,	29,995.00	14,997.50	30,000.00	30,000 00	30,000.00
5	Hartford & Connecticut Valley,			15,984.00	31,968.00	31,968.00
6	Hartford & Connecticut Western,	144.00	148.50	760.50	396.00	193.50
7	Housatonic,	82,600.00	70,800.00	35,400.00		
8	Meriden, Waterbury & Conn. River,					
9	Naugatuck,	200,000.00	200,000 00	200,000 00	200,000.00	200,000.00
10	New Haven & Derby,					
11	New Haven & Northampton,				24,600.00	24,600.00
12	New London Northern,	90,000.00	90,000.00	93,750.00	105,000.00	105,000.00
13	New York & New England,		133,000.00	135,975.00	139,416 67	152,638.90
14	New York, New Haven & Hartford,	1,550,000.00	1,550,000.00	1,550,000 00	1,550,000.00	1,550,000.00
15	New York, Providence & Boston,	240,000.00	240,000.00	300,000 00	300,000.00	350,000.00
16	Norwich & Woreester,	233,802.00	207,824.00	207,824 00	207,824.00	207,824.00
17	Ridgefield & New York,					
18	Rockville,	2,400.00	2,400.00	2,400.00	2,400.00	2,400.00
19	Shepaug, Litchfield & Northern,			35,820.00		
20	Shore Line,	75,000.00	75,000.00	75,000.00	72,000.00	72,500.00
21	South Manehester,					
22	Stamford & New Canaan,	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00
23	Watertown & Waterbury,					
	Total,	$2,628,071.00	$2,708,150 00	$2,808,273.50	$2,787,524.67	$2,851,044.40

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Amount Paid for Interest.				
		1885.	1886.	1887.	1888.	1889.
1	Boston & New York Air Line,	$26,840.00	$26,750.00	$26,750.00	$26,750.00	$26,750.00
2	Colchester,					
3	Connecticut Central,	22,750.00	22,750.00			
4	Danbury & Norwalk,	43,552.61	43,529.61	53,750.00		41,500.00
5	Hartford & Connecticut Valley,	6,336.00	4,305.83	3,984.76	48.00	
6	Hartford & Connecticut Western,	44,412.95	33,279.32	30,502.45	30,249.17	30,400.00
7	Housatonic,	63,316.27	57,875.81	60,884.01	72,948.05	133,253.91
8	Meriden, Waterbury & Conn. River,	*236.66	*3,261.96	*4,787.72	*2,126.80	21,822.07
9	Naugatuck,	4,464.57	4,527.32	3,496.05	6,000.00	6,000.00
10	New Haven & Derby,	38,916.34	41,900.69	41,041.52	37,375.00	51,465.00
11	New Haven & Northampton,	238,217.24	232,425.25	292,232.21	233,000.00	233,000.00
12	New London Northern,	101,391.49	84,847.92	86,350.00	86,383.83	86,108.83
13	New York & New England,	992,535.72	1,067,087.03	969,619.89	999,238.07	1,012,937.12
14	New York, New Haven & Hartford,	250,000.00	250,000 00	250,000.00	269,832.74	171,240.90
15	New York, Providence & Boston,	83,226.02	80,917.84	82,000.00	82,813.63	86,337.21
16	Norwich & Worcester,	24,395.86	24,157.52	27,165.46	24,000.00	24,000.00
17	Ridgefield & New York,					
18	Rockville,	1,089.90	1,057.50	1,050.00	1,005.00	1,014.00
19	Shepaug, Litchfield & Northern,			13.50	631.98	871.83
20	Shore Line,	9,140.95	9,114.44	9,123.51	9,060.38	9,056.75
21	South Manchester,					
22	Stamford & New Canaan,					
23	Watertown & Waterbury,					
	Total,	$1,950,822.58	$1,965,038.04	$1,889,001.08	$1,881,462.65	$1,935,757.62

*Meriden & Cromwell R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Accidents to Passengers in Connecticut.									
		1885.		1886.		1887.		1888.		1889.	
		Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.
1	Boston & New York Air Line,										
2	Colchester,										
3	Connecticut Central,										
4	Danbury & Norwalk,			1							
5	Hartford & Connecticut Valley,				2		1				
6	Hartford & Connecticut Western,										
7	Housatonic,								1	1	
8	Meriden, Waterbury & Conn. River,										
9	Naugatuck,	1									
10	New Haven & Derby,										
11	New Haven & Northampton,					1	1				
12	New London Northern,	1									
13	New York & New England,	2	4		22		6		4	1	6
14	New York, New Haven & Hartford,	1	3	3	13	2	14	2	11	4	54
15	New York, Providence & Boston,										
16	Norwich & Worcester,			1							
17	Ridgefield & New York,										
18	Rockville,										
19	Shepaug, Litchfield & Northern,										
20	Shore Line,										
21	South Manchester,										
22	Stamford & New Canaan,										
23	Watertown & Waterbury,										
	Total,	5	7	5	37	3	22	2	16	6	60

SUMMARY OF THE FOREGOING TABLES.

	1888.	1889.	Increase.	Decrease.
Capital stock issued,	$63,213,608.34	$64,703,558.34	$1,489,950.00	
Capital stock held in Connecticut,	18,544,577.46	18,202,327.46		$342,250.00
Funded debt,	30,056,500.00	32,768,670.74	2,712,170.74	
Current liabilities,	6,464,507.02	7,911,092.12	1,446,585.10	
Total stock and debt,	99,734,615.36	105,383,321 20	5,648,705.84	
Permanent investment,	99,939,042.90	107,959,854.03	8,020,811.13	
Gross earnings,	18,839.042.11	19,486,878.34	647,836.23	
Operating expenses,	14,164,465.51	13,284,677.47		879,788.04
Net earnings,	4,677,299.74	6,210,294.88	1,532,995.14	
Paid for taxes,	841,477.33	889,552.83	48,075.50	
Paid for interest,	1,881,462 65	1,935,757.62	54,294.97	
Paid for dividends,	2,757,524.67	2,851,044.40	93,519.73	
Income from passengers,	8,249,094.87	8,690,033.15	440,938.28	
Income from freight,	9,064,789.57	9,287,227.98	222,438.41	
Paid for maintenance of way and structures,	2,481,516.38	2,878,166.66	396,650.28	
Paid for maintenance of equipment,	3,272,340.45	1,886,044.80		1,386,295.65
	Miles.	Miles.	Miles.	Miles.
Total length of main line and branches,	1,442.58	1,456.38	13.80	
Total of same in Connecticut,	990.70	1,005.26	14.56	
Total length of sidings,	478.30	492.75	14.45	
Total of same in Connecticut,	307.62	321.76	14.14	
Total length of double track,	310.76	313.41	2.65	
Total of same in Connecticut,	183.22	178.77		
Run by passenger trains,	6,849,291	7,232,184	382,893	
Run by freight trains,	4,673,783	4,767,171	93,388	
Total run by all trains,	14,075,440	15,071,670	996,230	
Total passenger mileage,	445,161,098	465,569,201	20,408,103	
Total freight mileage,	513,904,369	549,902,173	35,997,804	
Number of passengers carried,	22,972,666	24,010,221	1,037,555	
Number of tons of freight carried,	7,729,549	7,926,382	196,833	
Highway grade crossings in Connecticut,	1,184	1,184		
Number of men employed,	14,267	14,373	106	
Number of engines,	428	503	75	
Number of cars,	12,935	13,332	397	
Passengers injured—fatal,	2	6	4	
Passengers injured—not fatal,	16	60	44	
Employees injured—fatal,	30	39	9	
Employees injured—not fatal,	304	320	16	
Trespassers injured—fatal,	64	110	46	
Trespassers injured—not fatal,	66	84	18	
Injuries at grade crossings—fatal,	2	14	12	
Injuries at grade crossings—not fatal,	11	15	4	

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Stewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,	Killingly,	1856	
Patten Fitch,	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,	Stafford,	1866	
Albert Austin,	Suffield,	1867	
James Pike,	Sterling,	1868	
Charles H. Denison,	Stonington,	1869	resigned.
Simeon Gallup,*	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,	Sterling,	1871	resigned.
Simeon Gallup,*	Groton,	1872	to fill vacancy.
Andrew Northrop,	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,	Danbury,	1877	to fill vacancy.
John W. Bacon,	Danbury,	1878	
Francis A. Walker,	New Haven,	1879	resigned Nov.
William H. Hayward,	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,	Danbury,	1881	
William H. Hayward,	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,	Danbury,	1884	
William H. Hayward,	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,†	Ridgefield,	1887	
William H. Hayward,†	Colchester,	1889	
George M. Woodruff,†	Litchfield,	1889	

Clerk,.....GEORGE T. UTLEY,
HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

*Deceased. † Appointed for four years.

CONTENTS OF TABLES.

RAILROADS.

1 Names of roads and branches.
2 Date when chartered.
3 " " opened for use.
4 Location of road.
5 Length of main line and branches.
6 " " double track.
7 " " siding.
8 " " road, single track, miles.

CAPITAL STOCK.

9 Total amount authorized.
10 " " issued for cash.
11 " " " " bonds.
12 " " " " stock of other corporations.
13 " " " " undivided earnings.
14 " " " " increased valuation.
15 " " " otherwise.
16 " " "
17 " " " per last report.
18 " " " " mile of road.
19 " " held in Connecticut.
20 " " " " " per last report.
21 " number of stockholders in Connecticut.
22 " " " " " " per last report.

DEBT.

23 Amount of funded debt.
24 Current liabilities.
25 Total debt.
26 " " per last report.
27 Funded debt per mile of road.
28 Total stock and debt.

PROPERTY ACCOUNTS.

29 Cost of road.
30 " " equipment.
31 Bonds and stocks.
32 Other permanent investments.
33 Cash and current assets.

34 Other assets.
35 Total.
36 Cost of road per mile.

GROSS EARNINGS.

37 Total.
38 " per last report.
39 " " mile of road operated.
40 " " " run.

NET EARNINGS.

41 Total.
42 " per last report.
43 " " mile of road operated.
44 " " " run.

DIVIDENDS.

45 Total amount paid.
46 " " " per last report.
47 Capital stock on which dividends were paid.
48 " " " " no " " "
49 Paid for taxes.
50 " " interest.
51 " " insurance.

OPERATING EXPENSES.

52 Maintenance of way and structures.
53 " " equipment.
54 Conducting transportation.
55 General expenses.
56 Total.
57 " per last report.
58 " " mile of road operated.
59 " " " run.

MAINTENANCE OF WAY AND STRUCTURES.

60 Repairs of road-bed and track.
61 " " bridges and culverts.
62 " " buildings.
63 Miscellaneous.
64 Total.
65 Per mile of road operated.
66 " " run.

MAINTENANCE OF EQUIPMENT.

67 Repairs and renewals of locomotives.
68 " " " " passenger cars.
69 " " " " freight cars.

70 Shop machinery, tools, etc.
71 Other expenses.
72 Total.
73 Per mile of road operated.
74 " " run.

EXPENSES OF TRANSPORTATION.

75 Wages of trainmen.
76 " switchmen, flagmen, and watchmen.
77 " station agents, clerks, and laborers.
78 Fuel for locomotives.
79 Injuries to persons.
80 Damage or loss of property.
81 Other expenses.
82 Total.

PASSENGER TRAFFIC.

83 Number of passengers carried.
84 " " " per last report.
85 " " " one mile.
86 Total passenger revenue.
87 Average per passenger per mile run.
88 " " mile of road.
89 " " run.

FREIGHT TRAFFIC.

90 Tons of freight carried.
91 " " " per last report.
92 " " " one mile.
93 Total freight revenue.
94 Average per ton per mile run.
95 " " " of road.
96 " " " run.

FUEL FOR LOCOMOTIVES.

97 Number of tons of coal.
98 Average cost per ton.
99 Number of cords of wood.
100 Average cost per cord.
101 Total tons of fuel consumed.
102 Total cost.
103 Total miles run.
104 Average pounds consumed per mile run.

MILEAGE.

105 Miles run by passenger trains.
106 " " freight "
107 " " other "
108 Total.
109 " per last report.

EMPLOYEES.

110 Number, including officers.
111 " " " per last report.

EQUIPMENT.

112 Number of locomotives.
113 " " with train brake.
114 " cars in passenger service.
115 " freight cars.
116 Total.
117 " per last report.
118 Passenger cars with train brake.
119 Freight " " " "
120 Passenger cars with automatic coupler.
121 Freight " " " "

HIGHWAY CROSSINGS IN CONNECTICUT.

122 Over the track.
123 Under the track.
124 At grade.
125 " per last report.
126 " with gates.
127 " " flagmen.
128 " " electric signals.

STATIONS.

129 On main line and branches.
130 In Connecticut.
131 Average number of miles for each station in Connecticut.

RAILS.

132 Miles of steel.
133 " iron.
134 Number ties laid during the year.
135 Miles of road operated.

GENERAL PERCENTAGE.

136 Gross earnings to capital and debt.
137 Net " " "
138 " " permanent investments.
139 " " gross earnings.
140 Operating expenses to gross earnings.
141 Passenger earnings "
142 Freight " "

ACCIDENTS IN CONNECTICUT.

143 Passengers.
144 Employees.
145 Trespassers.
146 Total.
147 Fatal.
148 Not Fatal.
149 At highway crossings — fatal.
150 " " " —not fatal.
151 Employees injured by falling from engine or car.
152 " " " coupling or uncoupling cars.
153 " " " overhead obstruction.
154 " " " other causes.
155 " " fatally.
156 " " not fatally.
157 Passengers " fatally.
158 " " not fatally.
159 Trespassers " fatally.
160 " " not fatally.

RAILROAD RETURNS.

BOSTON & NEW YORK AIR LINE R. R. CO.

History.

Name of common carrier making this report? Boston & New York Air Line Railroad Co.

Date of organization? 1875.

Under laws of what Government, State, or Territory organized? State of Connecticut.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? New Haven, Middletown & Willimantic R. R. Co. Special Acts 1875, page 885, vol. 7.

What carrier operates the road of this company? Leased to and operated by the New York, New Haven & Hartford R. R. Co.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Henry B. Hammond,	2 Wall St., New York,	June, 1890.
S. S. Sands,	New York,	June, 1890.
T. L. Watson,	Bridgeport, Conn.,	June, 1890.
S. F. Loomer,	Willimantic, Conn.,	June, 1890.
Simeon E. Baldwin,	New Haven, Conn.,	June, 1890.
E. H. Trowbridge,	New Haven, Conn.,	June, 1890.
George H. Watrous,	New Haven, Conn.,	June, 1890.
Theodore Adams,	Philadelphia, Pa.,	June, 1890.
William D. Bishop,	Bridgeport, Conn.,	June, 1890.
J. N. Camp,	Middletown, Conn.,	June, 1890.
Benjamin Douglas,	Middletown, Conn.,	June, 1890.

Total number of stockholders at date of last election? 702 preferred; 365 common; 1,067.

Date of last meeting of stockholders for election of directors? June 4, 1889.

Post-office address of general office? President, 2 Wall St., New York. Treasurer, New Haven, Conn.

Post-office address of operating office? New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Henry B. Hammond,	New York, 2 Wall St.
Secretary,	Thomas L. Watson,	Bridgeport, Conn.
Treasurer,	William L. Squire,	New Haven, Conn.
Div. Supt.,	W. A. Waterbury,	New Haven, Conn.

Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 132) ?

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Boston & New York Air Line R. R. Co.,	New Haven. (Junc. N. Y., N. H. & H. R. R.)	Willimantic. (Junc. N. Y. & N.E. R.R.)	Leased to and operated by the New York, New Haven & Hartford R. R. Co.	Lease.	51.50

Contract existing between this Road and the Company by which it is operated ?

The Boston & New York Air Line Railroad was leased to The New York, New Haven & Hartford Railroad Company, for 99 years from October 1, 1882, at an annual rental of $120,000 and interest on its bonds, and the bonds of the Colchester Railway Co.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$1,000,000	$838,000.00	Not	quoted.	....	.....
Scrip,	.....	.....	26,230.88	No	value.	....	.....
Preferred,	100.00	3,000,000	2,998,000.00	$102.00	$101.00	4 p.ct.	$120,000
Total,	.....	$4,000,000	$3,862,230.88	.....	.....	....	.....

Capital Stock — *Continued.*

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for reorganization: Bonds converted, ... Preferred,	29,980	$2,998,000.00
Common stock issued for redeemed and unpaid coupons from bonds converted and in satisfaction of legal and equitable claims against N. Y., N. H. & H. R. R. Co. $26,230.88 scrip stock,	8,380	864,230.88
Total, ...	.....	$3,862,230.88

Preferred Stock issued for surrender of First Mortgage Bonds of N. H., M. & W. R. R. Co.

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	Aug., 1880	1905	$500,000.00	$500,000.00	$500,000.00	$500,000.00

Rate of Interest.	Interest — When Payable.	Interest Accrued during Year.	Interest Paid during Year.
5 per cent.	February 1st and August 1st.	$25,000.00	$25,000.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, . .	$500,000.00	$500,000.00	$25,000.00	$25,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash, ...	$640.87	Cash Assets, . . .	$36,451.85
Bills Receivable (p. 133), .	35,810.98		
Total, . .	$36,451.85	Total, ...	$36,451.85

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroad.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . (p.130),	$3,862,230.88	$3,862,230.88	51.50	$74,994.78
Bonds (p. 131), .	500,000.00	500,000.00	.....	9,708.73
Total, . .	$4,362,230.88	$4,362,230.88	.....	$84,703.51

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1889.	Cost per Mile.
Construction, ...	$4,436,237.83	$86,140.54
Equipment, ...	129,931.94	2,522.95
Total, ...	$4,566,169.77	$88,663.49

Income Account.

Income from Lease of Road, ...		$146,670.00	
Dividends on Stocks owned (p. 133), . . .		1,552.50	
Miscellaneous Income, less Expenses (p. 133), . .		266.68	
Total Income, ...			$148,489.18
Deductions from Income:			
Salaries and Maintenance of Organization, .		886.48	
Total Deductions from Income, . . .			886.48
Net Income, ...			$147,602.70
Dividends, 4 per cent., Preferred Stock, . . .		$119,920.00	
Interest on Bonds:			
B. & N. Y. Air Line R. R.,	$25,000.00		
Colchester R. R.,	1,750.00—	26,750.00	
Total, ...			146,670.00
Surplus from Operations of Year ending June 30, 1889,			$932.70
Surplus on June 30, 1888, ...			35,519.15
Surplus on June 30, 1889, ...			$36,451.85

Stocks Owned.

Name.	Total Par Value.	Rate per cent.	Income or Dividend Received.
20 shrs. Ch., Burl. & Quincy R.R. Co. stock,	$2,000.00	4.35	$87.00
40 " Naugatuck Railroad Co. "	4,000.00	10	400.00
28 " Shore Line Railway Co. "	2,800.00	7¼	203.00
345 " Pennsylvania Railroad Co. "	17,250.00	5	862.50
Total, ...	$26,050.00	....	$1,552.50

Miscellaneous Income.

Rents of Miscellaneous Property, ...	$100.43
Sale of Land, ...	166.25
Total, ...	$266.68

Rent Paid for Lease of Road.

Name of Road.	Interest on Bonds Guaranteed.
Colchester Railroad, ...	$1,750.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 132),	$4,436,237.83	Capital Stock (p. 130),	$3,862,230 88
Cost of Equipment (p. 132),	129,931.94	Funded Debt (p. 131),	500,000.00
Cash and Cur. Assets (p. 131),	36,451.85	Current Liabilities, Bonds of N. H., M. & W. R. R. Co., convertible into stock, . . .	2,000.00
		Profit and Loss, . .	238,390.74
Total, . .	$4,602,621.62	Total, . . .	$4,602,621.62

Cash Statement of Financial Operations for the Year.

Resources to account for.		Resources accounted for.	
From Lease of Road (p. 132),	$146,670.00	Interest on Funded Debt paid (p. 131), . .	$25,000.00
Dividends, . . .	1,552.50	Other Interest paid, .	1,750.00
Miscellaneous (p. 133), .	266.68	Dividends (p. 132), .	119,920.00
		Cash on hand, . .	168.83
		Other Assets, . .	763.87
		Other Expenditures, .	886.48
Total, . . .	$148,489.18	Total, . .	$148,489.18

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
First Mortgage.	New Haven Junction with N. Y., N. H. & H. R. R.	Willimantic Junction with N. Y. & N. E. R. R.	51.50	$9,708.74

Renewals of Rails and Ties.

New rails and new ties laid during the year, included in report of N. Y., N. H. & H. R. R. Co.

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
New Haven Junc.,	Willimantic Junc., N.Y. & N.E. R.R.,	51.50	85	20.11	31.39

PROFILE.

Length of Level Line. Miles.	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
4.59	19	1,178	26.61	16	956	20.30

(Included in report of N. Y., N. H. & H. R. R. Co.)

State of Connecticut, } ss.
County of New Haven, }

We, the undersigned, Henry B. Hammond, President, and William L. Squire, Treasurer, of the Boston & New York Air Line Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the busi-

ness and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

H. B. HAMMOND,
President.

WILLIAM L. SQUIRE,
Treasurer.

Subscribed and sworn to by Henry B. Hammond, before me, this 14th day of September, 1889.

A. LANSING BAIRD,
Notary Public (179), New York Co.

Subscribed and sworn to by William L. Squire, before me, this 10th day of September, 1889.

S. C. FLEETWOOD,
Notary Public, New Haven Co., Conn.

COLCHESTER RAILWAY CO.

History.

Name of common carrier making this report? Colchester Railway Co.

Under laws of what Government, State, or Territory organized? State of Connecticut.

What carrier operates the road of this company? New York, New Haven & Hartford Railroad Company.

Organization.

Name of Directors.	Post-office Address.	Expiration of Term.
Leander Chapman,	Colchester, Conn.,	The company has no meetings and the officers hold over.
Giles G. Wickwire,	Colchester, Conn.,	
Erastus S. Day,	Colchester, Conn.,	
George G. Standish,	Danbury, Conn.,	

Total number of stockholders at date of last election? One.

Post-office address of general office? Colchester, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Erastus S. Day,	Colchester, Conn.
Secretary,	Ira A. Dinsmore,	Colchester, Conn.
Treasurer,	Giles G. Wickwire,	Colchester, Conn.

Property Leased, or otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account?

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Colchester Railway Co.	Colchester.	Turnerville.	Leased to and operated by the New York, New Haven & Hartford R. R. Co.	Lease.	3.59

Contract existing between this Road and the Company by which it is operated?

This company was leased to the Boston & New York Air Line Railroad Company for 999 years in consideration of their agreeing to operate it in a manner to accommodate the people and business of Colchester, and now the New York, New Haven & Hartford Railroad Company operate under lease or contract the Boston & New York Air Line and also this road under the same lease or contract.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, ...	$100.00	$50,000.00	$25,000.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash: Common, ...	250	$25,000.00

Funded Debt.

Class of Bond or Obligation.	Time Due.	Amount of Authorized Issue.	Amount Issued.	Cash Realized on Amount Issued.
The Bonds were issued by Colchester Railway Co. but guaranteed by Boston & New York Air Line, the interest and principal to be paid by them, ...	July 1, 1907.	$25,000.00	$25,000.00	$25,000.00

Rate of Interest.	Interest — When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.,	January and July,	$1,750.00	$1,750.00

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . (p. 137),	$25,000.00	$25,000.00	3.59	$6,963.79
Bonds (p. 137), .	25,000.00	25,000.00	3.59	6,963.78
Total, . .	$50,000.00	$50,000.00	3.59	$13,927.57

Capital Stock.	Funded Debt.	Total.	Amount per Mile of Road.	
			Miles.	Amount.
$25,000.00	$25,000.00	$50,000.00	3.59	$13,927.57

Construction.

	Total Cost to June 30, 1889.	Cost Per Mile.
Total Construction, .	$50,000.00	$13,927.57

General Balance Sheet.

Dr.		Cr.	
Cost of Road, . .	$50,000.00	Capital Stock, . .	$25,000.00
		Funded Debt, . .	25,000.00
Total, . . .	$50,000.00	Total, . . .	$50,000.00

State of Connecticut, } ss.
County of New London, }

We, the undersigned, Erastus S. Day, President, and Giles G. Wickwire, Treasurer, of the Colchester Railway Company, on our oath do severally say that the foregoing return has been prepared under our

direction, that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

ERASTUS S. DAY,
President.

G. G. WICKWIRE,
Treasurer.

Subscribed and sworn to before me this fifteenth day of October, 1889.

JOSEPH N. ADAMS,
Justice of the Peace.

DANBURY & NORWALK RAILROAD CO.

History.

Name of common carrier making this report? Danbury & Norwalk Railroad Co.

Date of organization? May, 1849.

Under laws of what Government, State, or Territory organized? State of Connecticut.

What carrier operates the road of this company? Housatonic Railroad Company.

Organization.

Name of Directors.	Post-office Address.	Expiration of Term.
F. St. John Lockwood,	Norwalk, Conn.,	October, 1889.
Charles H. Merritt,	Danbury, Conn.,	October, 1889.
Charles L. Rockwell,	Meriden, Conn.,	October, 1889.
M. E. Stone,	New York, N. Y.,	October, 1889.
W. B. E. Lockwood,	Norwalk, Conn.,	October, 1889.
Ebenezer Hill,	South Norwalk, Conn.,	October, 1889.
John H. Perry,	Southport, Conn.,	October, 1889.
Stephen H. Smith,	Norwalk, Conn.,	October, 1889.
W. H. Starbuck,	New York, N. Y.,	October, 1889.
W. H. Stevenson,	Bridgeport, Conn.,	October, 1889.
J. L. Macaulay,	New York, N. Y.,	October, 1889.

Total number of stockholders at date of last election? 224.

Date of last meeting of stockholders for election of directors? October 26, 1888.

Post-office address of general office? Bridgeport, Conn.

Post-office address of operating office? Bridgeport, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. St. John Lockwood,	Norwalk, Conn.
Vice-President,	Chas. H. Merritt,	Danbury, Conn.
Secretary,	C. E. Robinson,	Bridgeport, Conn.
Treasurer,	C. E. Robinson,	Bridgeport, Conn.
Division Supt.,	F. C. Payne,	Danbury, Conn.

Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the income account (p. 142)? Danbury & Norwalk Railroad Company.

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Danbury & Norwalk,	Danbury, Conn.,	Wilson Point, Conn.,	Housatonic,	Lease,	26.28
Ridgefield Branch,	Branchville, Conn.	Ridgefield, Conn.,			3.97
Bethel Branch,	Bethel, Conn.,	Hawleyville, Conn.,			5.95
Total,	.....	.....	.....	.....	36.20

Contract existing between Road and the Company by which it is operated? Leased for 99 years from October, 1886, by the Housatonic Railroad Company.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$50.00	$1,000,000	$600,000.00	$50.00	$50.00	5 p. ct.	$30,000.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash:		
Common,	.....	$338,416.25
Issued for Undivided Earnings,	.....	101,583.75
Issued for Increased Valuation of Road and Equipment,	.....	160,000.00
Total,	12,000	$600,000.00

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount Issued.	Amount Outstanding.
1st Mortgage, . .	1870	1890	$200,000.00	$200,000.00
2d Mortgage, . .	1872	1892	200,000.00	200,000.00
Consolidated Mortgage,	1880	1920	100,000.00	100,000.00
General Mortgage, .	1885	1925	150,000.00	150,000.00
Total, . . .	....	....	$650,000.00	$650,000.00

Rate of Interest.	Interest—When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.,	January and July,	$14,000.00	$14,000.00
7 per cent.,	January and July,	14,000.00	14,000.00
6 per cent.,	January and July,	6,000.00	6,000.00
5 per cent.,	April and October,	7,500.00	7,500.00
Total, . .	....	$41,500.00	$41,500.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, . .	$650,000.00	$650,000.00	$41,500.00	$41,500.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
New England Terminal Company stock, .	$50,000.00	Loans and Bills Payable,	$50,000.00

Recapitulation.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . (p. 140),	$600,000.00	$600,000.00	36.20	$16,574.59
Bonds (p. 141), .	650,000.00	650,000.00		17,955.80
Total, . .	$1,250,000.00	$1,250,000.00	36.20	$34,530.39

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1889.	Cost per Mile.
Construction, ...	$1,170,270.83	$32,327.92
Equipment, ...	228,971.89	6,325.19
Total, ...	$1,399,242.72	$38,653.11

Income Account.

Income from Lease of Road, paid by Housatonic Railroad Company directly to Stockholders, Bondholders, and Collectors of State Taxes, .		$83,512.45
Total Income, ...		$83,512.45
Deductions from Income:		
Interest on Funded Debt Accrued (p. 141), .	$41,500.00	
Taxes, ...	12,012.45	
Total Deductions from Income, . . .		53,512.45
Net Income, ...		$30,000.00
Dividends 5 per cent., Common Stock, paid by Housatonic Railroad Company, . . .		$30,000.00

Stocks Owned.

Name.	Total Par Value.
New England Terminal Company, ...	$50,000.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 142),	$1,170,270.83	Capital Stock (p. 140),	$600,000.00
Cost of Equipment (p. 142),	228,971.89	Funded Debt (p. 141),	650,000.00
Stocks of other companies owned (p. 142),	50,000.00	Current Liabilities (p. 141),	50,000.00
		Accrued Interest on Funded Debt not yet payable,	18,875.00
		Profit and Loss,	130,367.72
Total,	$1,449,242.72	Total,	$1,449,242.72

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Lease of Road (p. 142),	$83,512.45	Interest on Funded Debt paid (p. 141),	$41,500.00
		Taxes (p. 142),	12,012.45
		Dividends,	30,000.00
Total,	$83,512.45	Total,	$83,512.45

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.
1st Mortgage,	All of the property of the Co., including Branch road to Ridgefield,	36.20	$5,524.86
2d Mortgage,	So. Norwalk to Hawleyville, and all other property of the Co.,	36.20	5,524.86
Consolidated Mortgage,	All the property of the Co.,	36.20	2,762.43
General Mortgage,	All the property of the Co.,	36.20	4,143.64
Total,	....	.....	$17,955.79

STATE OF CONNECTICUT, } ss.
COUNTY OF FAIRFIELD, }

We, the undersigned, F. St. John Lockwood, President, and C. E. Robinson, Treasurer, of the Danbury & Norwalk Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said

Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return, embrace all of the financial operations of said company during the period for which said return is made.

F. St. JOHN LOCKWOOD,
President.

C. E. ROBINSON,
Treasurer.

Subscribed and sworn to before me this 22d day of August, 1889.

Lewis C. Green,
Notary Public.

HARTFORD & CONNECTICUT VALLEY R. R. CO.

History.

Name of common carrier making this report? Hartford & Connecticut Valley R. R. Co.

Date of organization? 1879.

Under laws of what Government, State, or Territory organized? State of Connecticut.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? Connecticut Valley Railroad Company. Special Acts Connecticut, vol. 8, page 348.

What carrier operates the road of this company? Leased to and operated by the New York, New Haven & Hartford R. R. Co.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Henry C. Robinson,	Hartford, Conn.,	Dec. 11, 1889.
Samuel Babcock,	Middletown, Conn.,	Dec. 11, 1889.
Wm. D. Bishop,	Bridgeport, Conn.,	Dec. 11, 1889.
E. M. Reed,	New Haven, Conn.,	Dec. 11, 1889.
D. C. Spencer,	Old Saybrook, Conn.,	Dec. 11, 1889.
Nathaniel Wheeler,	Bridgeport, Conn.,	Dec. 11, 1889.
E. H. Trowbridge,	New Haven, Conn.,	Dec. 11, 1889.
George H. Watrous,	New Haven, Conn.,	Died July 5, 1889.
Charles P. Clark,	New Haven, Conn.,	Dec. 11, 1889.

(Expiration of term, Dec. 11, 1889, or next annual meeting.)

Total number of stockholders at date of last election? 11.

Date of last meeting of stockholders for election of directors? Dec. 11, 1888.

Post-office address of general office? President, Hartford, Conn. Secretary and Treasurer, New Haven, Conn.

Post-office address of operating office? New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Henry C. Robinson,	Hartford, Conn.
Secretary,	William C. Brainard,	New Haven, Conn.
Treasurer,	William L. Squire,	New Haven, Conn.
Div. Supt.,	J. V. A. Trumbull,	Hartford, Conn.

Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 147)?

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Hartford & Connecticut Valley R. R. Co.	Hartford.	Saybrook.	Leased to and operated by the New York, New Haven & Hartford R.R. Co.	Lease.	46.20

Contract existing between this Road and the Company by which it is operated?

The Hartford & Connecticut Valley Railroad was leased May 24, 1887, to The New York, New Haven & Hartford Railroad Company for 99 years from April 1, 1887, at an annual rental of $4 on each share of capital stock outstanding.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$800,000.00	$799,200.00	No quotations.*		4 p.c.	$31,968.00

* The stock all owned by N. Y., N. H. & H. R. R. Co., except 8 shares.

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for reorganization: . . Common,	7,992	$799,200.00

Recapitulation.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, (p. 146),	$799,200.00	$799,200.00	46.20	$17,298.70

Cost of Road and Equipment.

Item.		Total Cost to June 30, 1889.	Cost per Mile.
Construction Account:			
Expended by reorganized Company,	$81,246.30		
Total nominal value of property,	800,000.00	$881,246.30	$19,074.59
Equipment Account:			
Expended by reorganized Company,		15,400.77	333.35
Total,		$896,647.07	$19,407.94

Income Account.

Income from Lease of Road,		$32,016.00
Dividends, 4 per cent., Common Stock,	$31,968.00	
Interest on Certificate of Indebtedness,	48.00	
Total,		$32,016.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road,	$881,246.30	Capital Stock (p. 146),	$799,200.00
Cost of Equipment,	15,400.77	Bonds of Conn. Valley Railroad outstanding and convertible into stock of this Company, representing 80 per cent. of par value of said bonds,	800.00
		Certificate issued for money loaned this Company in 1881 and 1882,	800.00
		Profit and Loss, as per return of 1888,	62,499.92
		Profit and Loss, Item in return of 1888, entered as N. Y., N. H. & H. R. R. Co.,	33,347.15
Total,	$896,647.07	Total,	$896,647.07

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Lease of Road (p. 147),	$32,016.00	Dividends (p. 147),	$31,968.00
		Interest on Certificate of Indebtedness,	48.00
Total,	$32,016.00	Total,	$32,016.00

Renewals of Rails and Ties.

New rails and new ties laid during the year, included in report of N. Y., N. H. & H. R. R. Co.

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Hartford,	Saybrook (Fenwick),	46.20	122	15.27	30.93

PROFILE.

Length of Level Line. Miles.	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
20.26	19	282	11.15	22	311	14.79

(Included in report of N. Y., N. H. & H. R. R. Co.)

State of Connecticut, } ss.
County of New Haven, }

We, the undersigned, Henry C. Robinson, President, and William L. Squires, Treasurer, of the Hartford & Connecticut Valley Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same,

and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

HENRY C. ROBINSON,
President.

WILLIAM L. SQUIRE,
Treasurer.

Subscribed and sworn to before me, this 13th day of September, 1889.

S. C. FLEETWOOD,
Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD CO.

History.

Name of common carrier making this report? Hartford & Connecticut Western R. R. Co.

Date of organization? June 30, 1881.

Under laws of what Government, State, or Territory organized? The Hartford & Connecticut Western R. R. Co. is the successor of the Connecticut Western R. R. Co., by reason of foreclosure of mortgage, and was organized June 30, 1881, in accordance with a resolution (No. 123) of the General Assembly of the State of Connecticut, passed at the session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western R. R. Co. as the Hartford & Connecticut Western R. R. Co."

By a resolution (No. 189) of the General Assembly of the State of Connecticut, passed at the session of January, 1882, permission was given to the Hartford & Connecticut Western R. R. Co. to purchase the Rhinebeck & Connecticut R. R. in the State of New York.

Chapter 339 of the laws of 1882 of the State of New York is "an act to authorize the Hartford & Connecticut Western R. R. Co. to purchase the Rhinebeck & Connecticut R. R."

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
John S. Wilson,	New York City,	December 17, 1889.
John W. Brock,	Philadelphia, Pa.,	December 17, 1889.
W. W. Gibbs,	Philadelphia, Pa.,	December 17, 1889.
Charlemange Tower, Jr.,	Philadelphia, Pa.,	December 17, 1889.
Arthur E. Newbold,	Philadelphia, Pa.,	December 17, 1889.
Arthur Brock,	Philadelphia, Pa.,	December 17, 1889.
Wm. B. Scott,	Philadelphia, Pa.,	December 17, 1889.
Wm. H. Barnum,	Lime Rock, Conn.,	December 17, 1889.
Henry Gay,	West Winsted, Conn.,	December 17, 1889.
Jeffrey O. Phelps,	Simsbury, Conn.,	December 17, 1889.
J. H. Appleton,	Springfield, Mass.,	December 17, 1889.
Henry A. Botsford,	Hartford, Conn.,	December 17, 1889.
Frederick Miles,	Chapinville, Conn.,	December 17, 1889.

Total number of stockholders at date of last election? 688.

Date of last meeting of stockholders for election of directors? December 18, 1888.

Post-office address of general office? Hartford, Conn.

Post-office address of operating office? Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	John S. Wilson,	115 Broadway, New York.
Secretary,	Edward R. Beardsley,	Hartford, Conn.
Treasurer,	Edward R. Beardsley,	Hartford, Conn.
Chief Engineer,	P. P. Dickinson,	Poughkeepsie, New York.
Auditor,	H. W. Watson,	Hartford, Conn.
Gen. Pass. Agent, Gen. Ticket Agt.,	Walter Pearce,	Hartford, Conn.
Gen. Supt.,	S. B. Opdyke, Jr.,	Hartford, Conn.
Div. Supt.,	R. P. Martin,	Hartford, Conn.

Property Operated.

Name of every railroad the operations of which are included in the income account (p. 154)?

Name.	From—	To—	Miles of Line.
Hartford & Connecticut Western R. R.,	Hartford, Conn.,	Rhinecliff, N. Y.,	109.75

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares, June 30, 1889.
Common, . . .	$100.00	$3,000,000.00	$2,634,200.00	$30.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for reorganization: Common, ...	18,342	$1,834,200.00
Issued for purchase of the Rhinebeck & Connecticut R. R. in the State of New York, . .	8,000	800,000.00
Total, ...	26,342	$2,634,200.00

18,342 shares have been issued in exchange for $3,057,000 of the First Mortgage Bonds of the Connecticut Western R. R. Co. on the basis of 60 per cent. of their par face value.

8,000 shares have been issued for the purchase of the Rhinebeck & Connecticut R. R. in the State of New York.

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	June 30, 1883,	July 1, 1903,	$700,000.00	$608,000.00	$608,000.00	$608,000.00

Rate of Interest.	Interest — When Payable.	Interest Accrued during Year.	Interest Paid during Year.
5 per cent.,	January 1st and July 1st,	$30,400.00	$30,400.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, . .	$608,000.00	$608,000.00	$30,400.00	$30,400.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1889.	
Cash, ...	$47,702.13	Loans and Bills Payable,	$50,000.00
Due from Agents, . .	13,028.99	Audited Vouchers and Accounts, . . .	19,524.54
Net Traffic Balances due from other companies,	1,867.21	Wages and Salaries, .	10,790.45
Due from solvent companies and individuals, .	29,731.43	Matured Interest Coupons Unpaid (including Coupons due July 1), . .	15,200.00
Other Cash Assets.*		Miscellaneous, . .	157.50
Balance — Current Liabilities, ...	3,342.73		
Total, . . .	$95,672.49	Total, . . .	$95,672.49

* Materials and Supplies on hand, $78,958.13.

Recapitulation.

a For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . . (p. 151),	$2,634,200.00	$2,634,200.00	109.75	$24,001.82
Bonds (p. 152), . .	608,000.00	608,000.00	109.75	5,539.86
Total, ...	$3,242,200.00	$3,242,200.00	109.75	$29,541.68

b For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (page 154):

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount per Mile of Road.	
				Miles.	Amount.
Hartford & Conn. Western,	$2,634,200	$608,000	$3,242,200	109.75	$29,541.68

Permanent Improvements for the Year.

Item.	Total Expenditures during the Year.	Credits Property and Material Sold.*	Differences or Net Additions to Property, etc.
Construction:			
Bridges and Trestles, ...	$37,648.91	.....	$37,648.91
Rails, ...	12,255.85	.....	12,255.85
Other Superstructure, ...	9,808.50	.....	9,808.50
Buildings, Furniture, and Fixtures, . .	13,150.92	.....	13,150.92
Sidings and Yard Extensions, . . .	6,763.39	.....	6,763.39
Change of Line, ...	21,980.46	.....	21,980.46
Total Construction, ...	$101,608.03	.....	$101,608.03
Equipment:			
Locomotives, ...	10,992.70	.....	10,992.70
Freight Cars, ...	8,978.05	.....	8,978.05
Total Equipment, ...	$19,970.75	.....	$19,970.75
Grand Total Construction and Equipment,	$121,578.78	.....	$121,578.78

* Nothing sold, all old material used.

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost Per Mile.
Construction, . . .	$2,802,650.00	$101,608.03	$2,904,258.03	$26,462.48
Equipment, ...	343,407.22	19,970.75	363,377.97	3,310.96
Total, ...	$3,146,057.22	$121,578.78	$3,267,636.00	$29,773.44

Income Account.

Gross Earnings from Operation (page 155), . .	$364,702.90	
Less Operating Expenses (page 156), . . .	253,944.23	
Income from Operation, ...		$110,758.67
Miscellaneous Income — less Expenses, . . .		2,176.21
Total Income, ...		$112,934.88
Deductions from Income:		
Interest on Funded Debt accrued (page 152), . .	15,200.00	
Rentals, including Tracks, Yards, and Terminals (p. 157),	5,200.00	
Taxes, ...	13,418.20	
Total Deductions from Income, . . .		$33,818.20
Net Income, ...		$79,116.68
*Dividends, 1½ per cent., Common Stock, . .	$193.50	
Other payments from Net Income:		
Account charged off, ...	178.47	
Six months' Interest paid on Funded Debt, . .	15,200.00	
Total, ...		15,571.97
Surplus from Operations of Year ending June 30, 1889,		$63,544.71
Surplus on June 30, 1888, ...		48,306.16
Surplus on June 30, 1889, ...		$111,850.87

*On $6,900 of Stock issued during the year in exchange for Connecticut Western R. R. Co's Bonds.

Earnings From Operation.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger Revenue,	$124,464.39		
Less Repayments:			
Tickets redeemed,		$90.00	
Excess Fares refunded,		56.31	
Total Deductions,		$146.31	
Total Passenger Revenue,			$124,318.08
Mail,			9,643.12
Express,			5,131.05
Total Passenger Earnings,			$139,092.25
Freight:			
Freight Revenue,	221,722.24		
Less Repayments:			
Overcharge to shippers,		$2,206.63	
Total Deductions,		$2,206.63	
Total Freight Earnings,			$219,515.61
Total Pass. and Freight Earnings,			$358,607.86
Other Earnings from Operation:			
Car Mileage — Balance,			2,292.46
Rentals not otherwise provided for,			3,802.58
Total Other Earnings,			$6,095.04
Total Gross Earn'gs from Operat'n,			$364,702.90

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Interest on Accounts Receivable,	$2,176.21	$2,176.21

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway,	$24,527.87	$21,751.13	$46,279.00
Renewals of Ties,	6,038.70	5,355.07	11,393.77
Repairs of Bridges and Culverts,	5,258.51	4,663.22	9,921.73
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	2,931.65	2,599.76	5,531.41
Repairs of Buildings,	3,490.40	3,095.27	6,585.67
Other Expenses,	1,338.92	1,187.35	2,526.27
Total,	$43,586.05	$38,651.80	$82,237.85
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	5,791.07	5,135.49	10,926.56
Repairs and renewals of Passenger Cars,	7,920.91	.....	7,920.91
Repairs and renewals of Freight Cars,	.....	8,463.58	8,463.58
Shop Machinery, Tools, etc.,	593.90	526.67	1,120.57
Total,	$14,305.88	$14,125.74	$28,431.62
Conducting Transportation:			
Wages of Enginemen, Firemen, and Roundhousemen,	9,332.47	8,275.97	17,608.44
Fuel for Locomotives,	17,302.09	15,343.37	32,645.46
Water-supply for Locomotives,	661.08	586.24	1,247.32
All other supplies for Locomotives,	1,647.07	1,460.61	3,107.68
Wages of other Trainmen,	6,528.34	11,838.27	18,366.61
All other train supplies,	765.36	408.71	1,174.07
Wages of Switchmen, Flagmen, and Watchmen,	1,509.67	1,336.88	2,846.55
Expense of Telegraph, including Train Dispatchers and Operators,	.....	54.38	54.38
Wages of Station Agents, Clerks, and Laborers,	14,413.20	12,781.53	27,194.73
Station supplies,	1,406.66	1,249.32	2,655.98
Loss and Damage,	.....	578.81	578.81
Injuries to persons,	159.75	.....	159.75
Total,	$53,725.69	$53,914.09	$107,639.78
General Expenses:			
Salaries of Officers and Clerks,	11,384.05	$10,095.30	21,479.35
Advertising,	238.29	211.32	449.61
Insurance,	426.57	378.28	804.85
Rentals not otherwise provided for,	1,779.12	1,577.72	3,356.84
Legal Expenses,	510.00	452.26	962.26
Stationery and Printing,	1,628.58	1,444.21	3,072.79
Other General Expenses,	2,919.92	2,589.36	5,509.28
Total,	$18,886.53	$16,748.45	$35,634.98
Recapitulation of Expenses:			
Maintenance of Way and Structures,	43,586.05	38,651.80	82,237.85
Maintenance of Equipment,	14,305.88	14,125.74	28,431.62
Conducting Transportation,	53,725.69	53,914.09	107,639.78
General Expenses,	18,886.53	16,748.45	35,634.98
Grand Total,	$130,504.15	$123,440.08	$253,944.23

Percentage of operating expenses to earnings, 69½.

Rents Paid for Lease of Other Property.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
Tracks, . . .	Use of track, State Line, N. Y., to Millerton, N. Y.,	Newburgh, Dutchess & Connecticut Railroad Company, . . .	$1,000.00
Terminals, . .	Hartford, . . .	New York & New England Railroad Company, . . .	4,200.00
Total Rentals, .	.....	.....	$5,200.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 154),	$2,904,258.03	Capital Stock (p. 151),	$2,634,200.00
Cost of Equipment (p. 154),	363,377.97	Funded Debt (p. 152),	608,000.00
Lands owned, . .	96,599.47	Current Liabilities (p. 152),	95,672.49
Cash and Cur. Assets (p. 152),	92,329.76	Convertible Bonds, .	85,800.00
Other Assets:		Profit and Loss, . .	111,850.87
Materials and Supplies, .	78,958.13		
Total, . . .	$3,535,523.36	Total, . . .	$3,535,523.36

Cash Statement of Financial Operations for the Year.

Resources to Account For.		Resources Accounted For.	
From Operation (p. 154),	$110,758.67	Interest on Funded Debt paid (page 152), . .	$30,400.00
From other sources (p. 154),	2,176.21	Rentals (page 157), . .	5,200.00
Increase in Cur. Liabilities,	47,947.58	Taxes (page 154), . .	13,418.20
Cash on hand, . .	6,274.12	Dividends (page 154), .	193.50
Cash Assets, . . .	4.987.02	Const. of New Road (p. 153),	101,608.03
Other Assets, . . .	1,534.13	*Addit'l Equipment (p. 153),	19,970.75
		Property purchased, Land,	2,708 78
		Other Expenditures, accounts charged off, .	178.47
Total, . . .	$173,677.73	Total, . . .	$173,677.73

*Not charged to operating expenses.

Contracts, Agreements, Etc.

The Adams Express Company and the American Express Company run over this line; the former pays forty per cent. of its receipts, and the latter pays twenty cents per 100 pounds.

The U. S. Government pays $9,943.13 per annum for the transportation of mails.

Security For Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From —	To —	Miles.		
First Mortgage Bonds,	Hartford, Conn.,	Rhinecliff, N. Y.,	109.75	$5,539.86	The Entire Equipment.

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	6	$20,300.00	.....
General Office Clerks,	5	.....	$1.70
Station Agents,	31	.....	1.50
Other Station Men,	9	.....	1.56
Enginemen,	13	.....	3.21
Firemen,	11	.....	1.80
Conductors,	10	.....	3.00
Other Trainmen,	35	.....	1.77
Machinists,	10	.....	2.52
Carpenters,	9	.....	2.29
Other Shopmen,	17	.....	1.67
Section Foremen,	19	.....	1.92
Other Trackmen,	183	.....	1.50
Switchmen, Flagmen, and Watchmen,	7	.....	1.16
Telegraph Operators and Dispatchers,	2	.....	2.00
All other Employees and Laborers,	71	.....	1.77
Total,	438	.....	$29.37
Distribution of Above:			
General Administration,	11	.....	.....
Maintenance of Way and Structures,	273	.....	.....
Maintenance of Equipment,	36	.....	.....
Conducting Transportation,	118	.....	.....
Total,	438	....	....

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Pass'g'rs, number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	291,054			
Number of passengers carried one mile,	4,417,301			
Average distance carried,	15			
Total passenger revenue,		124,318	08	
Average amount received from each passenger,			42	713
Average receipts per passenger per mile,			02	814
Estimated cost of carrying each passenger one mile,			02	954
Passenger earnings per mile of road,		1,132	73	8
Passenger earnings per train-mile,			75	368
Freight Traffic:				
Number of tons carried of freight earning revenue,	239,441			
Number of tons carried one mile,	10,211,071			
Average distance haul of one ton,	43			
Total freight revenue,		219,515	61	
Average amount received for each ton of freight,			91	678
Average receipts per ton per mile,			02	149
Estimated cost of carrying one ton one mile,			01	208
Freight earnings per mile of road,		2,000	14	
Freight earnings per train-mile,		1	48	2
Passenger and Freight:				
Passenger and freight earnings,		343,833	69	
Passenger and Freight earnings per mile of road,		3,132	87	8
Total earnings per mile of road, including Mails, Express, etc.,		3,267	50	
Number of passenger trains,	3,130			
Number of freight trains,	1,252			
Number of mixed trains,	1,252			
Train Mileage:				
Miles run by passenger trains,	164,948			
Miles run by freight and mixed trains,	148,115			
Total mileage trains earning revenue,	313,063			
Miles run by switching trains,	29,632			
Miles run by construction and other trains,	39,611			
Grand Total train mileage,	382,306			
Mileage of loaded freight cars — North or East,	631,956			
Mileage of loaded freight cars — South or West,	324,563			
Mileage of empty freight cars — North or East,	69,411			
Mileage of empty freight cars — South or West,	372,263			
Average number of freight cars in train,	10			
Average number of loaded cars in train,	8			
Average number of empty cars in train,	3			
Average number of tons of freight in train,	96			
Average number of tons of freight in each loaded car,	12			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and Other Carriers. Whole Tons.	Total Freight Tonnage. Whole Tons.	Per Cent
Products of Agriculture:				
Grain,	898	7,793	8,691	03.63
Flour,	810	3,074	3,884	01.62
Other Mill Products,	166	2,913	3,079	01.29
Hay,	4,380	3,467	7,847	03.28
Tobacco,	591	104	695	00.29
Cotton,	3	259	262	00.11
Fruit and Vegetables,	978	681	1,659	00.69
Products of Animals:				
Live Stock,	1,188	425	1,613	00.67
Dressed Meats,	783	480	1,263	00.52
Other Packing-house Products,	1,507	262	1,769	00.73
Poultry, Game, and Fish,	82	27	109	00.05
Wool,	531	74	605	00.25
Hides and Leather,	375	333	708	00.30
Products of Mines:				
Anthracite Coal,	.....	72,459	72,459	30.26
Bituminous Coal,	.....	4,650	4,650	01.94
Coke,	7,859	2,908	10,767	04.50
Ores,	22,094	15,263	37,357	15.01
Stone, Sand, and other like articles,	2,241	2,594	4,835	02.62
Products of Forest:				
Lumber,	5,547	9,027	14,574	06.10
Manufactures:				
Petroleum and other Oils,	201	988	1,189	00.50
Sugar,	67	117	184	00.08
Naval Stores,	39	78	117	00.05
Iron, Pig and Bloom,	11,671	1,992	13,663	05.76
Iron and Steel Rails,	28	26	54	00.02
Other Castings and Machinery,	741	1,606	2,347	00.98
Bar and Sheet Metal,	117	1,009	1,126	00.47
Cement, Brick, and Lime,	9,981	7,252	17,233	07.20
Agricultural Implements,	40	75	115	00.04
Wagons, Carriages, Tools, etc.,	96	127	223	00.09
Wines, Liquors, and Beers,	286	42	328	00.13
Household Goods and Furniture,	631	223	854	00.31
Merchandise,	8,582	6,018	14,600	06.09
Miscellaneous:				
Other commodities not mentioned above,	7,292	3,290	10,582	04.42
Total Tonnage,	89,805	149,636	239,441	100.00

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake.		Cars Fitted With Automatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives,	1	17	15	Westinghouse Am. Steam,	....	.....
Cars in Passenger Service:						
First-class Passenger Cars,	.....	11	11	Westinghouse	11	Miller.
Combination Passenger Cars	.....	6	6	Westinghouse	6	Miller.
Baggage, Express, and Postal Cars,	.....	5	5	Westinghouse	5	Miller.
Total,	.....	22	22	.....	22	.....
Cars in Freight Service:						
Box Cars,	5	152	....	Hand Brake,	59	Perry.
Flat Cars,	.....	102	....	Hand Brake,	....	.....
Stock Cars,	.....	4	....	Hand Brake,	....	.....
Coal Cars,	.....	225	....	Hand Brake,	81	Perry.
Total,	.....	483	...	.....	140	.....
Cars in Company's Service:						
Gravel Cars,	.....	23	....	.....	.....	.....
Caboose Cars,	.....	2	....	.....	....	.....
Total,	.....	25	....	.....	....	.....
Grand Total,	6	530	37	.....	162	....

Mileage.

a Mileage of road operated.

Line in Use.	Main Line Owned.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track,	109.75	109.75	22 50	87.25
Miles of yard track, sidings, and spurs,	20.59	20.59	20.59	.....
Total mileage operated (all tracks),	130.34	130.34	43.09	87.25

b Milage owned by road making this report.

State or Territory.	Main Line Owned.	Total Mileage, Excluding Trackage Rights.	Iron Rails.	Steel Rails.
Connecticut, ...	67.25	67.25	4.58	62.67
New York, ...	42.50	42.50	17.92	24.58
Total mileage owned (single track), .	109.75	109.75	22.50	87.25

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.
Steel, ...	365	70	$30.00

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut, ...	28,484	.40

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Total Fuel Consumed —Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Total, ...	9,313	9,313	382,306	54.56
Average Cost at distributing point,	3.50	3.50	....	....

Accident to Persons.

Kind of Accident.	Trainmen Injured.	Trespassers Killed.
Coupling and Uncoupling, . . .	2	..
Derailments, ...	1	..
At Highway Crossings, . . .	..	1
Total, ...	3	1

Characteristics of Road.

Bridges:	
Number Iron,	31 Iron Girders.
Number Wooden,	18 Howe Truss.
Number Combination,	26 Iron Rails; 106 Stringers; 10 Highway.
Trestles:	
Number,	37
Aggregate length,	8,261 feet.
Gauge of Track,	4 feet 8½ inches.
Telegraph:	
Operated by Western Union Telegraph Company,	110 miles of line.
Operated by Western Union Telegraph Company,	180 miles of wire.

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK. } ss.

We, the undersigned, John S. Wilson, President, and Edward R. Beardsley, Treasurer, of the Hartford & Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the forgoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN S. WILSON,
President.

EDWARD R. BEARDSLEY,
Treasurer.

Subscribed and sworn to before me, this 28th day of August, A. D. 1889, by the said John S. Wilson, at New York City, New York.

In witness whereof I have hereunto affixed my hand and affixed my Official Seal this 28th day of August, A. D. 1889.

CHARLES EDGAR MILLS,
Commissioner for Connecticut in New York.
115 AND 117 BROADWAY, N. Y. CITY.

Subscribed and sworn to before me this 30th day of August, A. D. 1889, by the said Edward R. Beardsley, at Hartford, Conn.

MYRON A. ANDREWS,
Notary Public.

HOUSATONIC RAILROAD COMPANY.

History.

Name of common carrier making this report? Housatonic Railroad Company.

Date of organization? May, 1836.

Under laws of what Government, State, or Territory organized? State of Connecticut, under enactments in the following years, viz.: 1838, 1839, 1841, 1842, 1843, 1844, 1845, 1850, 1870.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? There has been no reorganization.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
W. H. Starbuck,	36 Wall St., N. Y.,	Dec. 17, 1889.
W. H. Stevenson,	Bridgeport, Conn.,	Dec. 17, 1889.
John L. Macaulay,	36 Wall St., N. Y.,	Dec. 17, 1889.
S. E. Merwin,	New Haven, Conn.,	Dec. 17, 1889.
Henry Hentz,	New York,	Dec. 17, 1889.
P. C. Lounsbury,	Ridgefield, Conn.,	Dec. 17, 1889.
Thomas Rutter,	New York,	Dec. 17, 1889.
A. B. Mygatt,	New Milford, Conn.,	Dec. 17, 1889.
W. E. Downes,	Birmingham, Conn.,	Dec. 17, 1889.

Total number of stockholders at date of last election? 351.

Date of last meeting of stockholders for election of Directors? December 18, 1888.

Post-office address of general office? Bridgeport, Conn.

Post office address of operating office? Bridgeport, Conn.

Officers.

Title.	Name.	Location of Office.
President,	W. H. Starbuck,	36 Wall St., N. Y.
Vice-President,	W. H. Stevenson,	Bridgeport, Conn.
Secretary,	M. E. Stone,	36 Wall St., N. Y.
Treasurer,	M. E. Stone,	36 Wall St., N. Y.

Officers. — *Continued.*

Title.	Name.	Location of Office.
Assistant Treasurer,	C. E. Robinson,	Bridgeport, Conn.
Assistant Secretary,	A. J. Porter,	Bridgeport, Conn.
Auditor,	R. J. Bestor,	Bridgeport, Conn.
General Manager,	W. H. Stevenson,	Bridgeport, Conn.
General Freight Agent,	H. C. Coggswell,	Bridgeport, Conn.
Asst. Gen. Freight Agent,	C. P. Van Alstyne,	Bridgeport, Conn.
General Passenger Agent,	A. W. Perrin,	Bridgeport, Conn.
Division Superintendent,	W. K. Lyon,	Bridgeport, Conn.
Division Superintendent,	F. C. Payne,	Danbury, Conn.

Property Operated.

Name of every railroad the operations of which are included in the income account.

1. Main Line Owned. 2. Branch Line Owned. 3. Line Operated under Lease.

Name.	From—	To—	Miles of line for each road named.	Miles of line for each class of roads named.
Housatonic,	1 Bridgeport,	Conn. and Mass. State Line,		74.46
	2 Brookfield Junc.,	Danbury,	5.36	
	2 H. R. R.,	D. & N. R. R.,	.33	
	2 Botsford,	Huntington,	9.79	
				15.48
Berkshire,	3 Conn. State Line,	W. Stockbridge,	21.03	
Stockbridge & Pittsfield,	3 Van Deusenville,	Pittsfield,	22.93	
West Stockbridge,	3 W. Stockbridge,	State Line, N. Y.,	2.64	
				46.60
Danbury & Norwalk,	3 Danbury,	Wilson's Point,	26.28	
	Branchville,	Ridgefield,	3 97	
	Bethel,	Hawleyville,	5.95	
				36.20
		Total Mileage Operated,		172.74

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.	
				June 30, 1889.	Average for Year.
Common,	$100.00		$228,500.00	$25.00	$22.00
Preferred,	100.00		2,741,800.00	40.00	35.00
Total,		$3,180,000.00	$2,970,300.00		

Capital Stock. — *Continued.*

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash:		
Common,	8,200	* $2,000,000
Preferred,	11,800	
Issued for 11,800 old Preferred,	23,600	2,360,000
375 " Common,	125	12,500
5,540 " "	3,693	369,300
Unchanged 2,285 " "	2,285	228,500
Total,	29,703	$2,970,300

* Original issue.

From February to April, 1888, there was exchanged 375 shares Common Stock on the basis of 3 shares Common Stock for 1 share new Preferred Stock.

During June, 1889, there was exchanged 5,540 shares Common Stock for 3,693 shares new Preferred Stock on basis of 1½ shares Common Stock for 1 share Preferred Stock.

The unexchanged old Common Stock, 2,285 shares, will probably be fully exchanged for the new Preferred Stock in the near future.

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
Consolidated,	1887	1937	$3,000,000	$2,275,000	$2,275,000	$2,275,000
Mortgage,	1869	1889	300,000	300,000	270,000	300,000
Mortgage,	1880	1910	300,000	300,000	274,000	300,000
Mortgage,	1885	1910	100,000	100,000	100,000	100,000
Danbury Branch,	1882	1912	100,000	70,000	70,000	70,000
Total,			$3,800,000	$3,045,000	$2,989,000	$3,045,000

Rate of Interest.	Interest When Payable.	Interest Accrued during Year.	Interest Paid during Year.
5 per cent.,	March and November.	$108,256.33	$94,791.66
6 " "	January and July.	17,591.90	9,805.00
5 " "	April and October.	14,519.33	11,585.00
4 " "	April and October.	4,000.00	3,000.00
5 " "	April and October.	3,499.99	2,625.00
		$147,867.55	$121,806.66

The Consolidated Mortgage issue of 1889, due 1937, were largely placed during the year. (See page 176.)

CAR TRUST OBLIGATIONS.

a General statement:

Series or Other Designation.	Date of Issue.	Term.	Equipment Covered.
Rolling Stock Certificates,	1881	8 years.	Cash realized from these certificates was invested in 350 fast freight cars. 50 coal cars.

These Certificates are in the general form of Coupon Bonds bearing originally 16 coupons due semi-annually, which were paid on demand when due.

These Certificates are payable on July 1, 1889, and will be redeemed on presentation.

b Statement of amount:

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments.—Interest.			
		Amount Outstanding.	Amount Accrued during Year.	Amount Paid during Year.	Rate.
Rolling Stock Certificates,	$200,000	$5,000	$10,000	$9,950	5 per cent.

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds (p. 167), . .	$3,045,000.00	$2,989,000.00	$147,867.55	$121,806.66
Car Trust Obligations (p. 168),	200,000.00	200,000.00	10,000.00	9,950.00
Total, . . .	$3,245,000.00	$3,189,000.00	$157,867.55	$131,756.66

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash,	$80,705.80	Loans and Bills Payable,	$95,139.35
Bills Receivable,	795.56	Audited Vouchers and Accounts,	31,286.23
Due from Agents,	44,117.35	Wages and Salaries,	22,818.74
Net Traffic Balances due from other companies,	47,537.60	Matured Interest Coupons Unpaid (including Coupons due July 1),	37,553.34
Due from solvent companies and individuals,	18,820.93	Rentals due July 1,	19,019.99
Balance — Current Liabilities,	95,058.59	Miscellaneous,	49,718.18
Other cash assets.*		Taxes Accrued,	31,500.00
Total,	$287,035.83	Total,	$287,035.83

*Materials and Supplies on hand, $65,865.83.

Recapitulation.

a For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 166)	$2,970,300.00	$2,970,300.00	89.94	$33,025.35
Bonds (p. 167),	2,989,000.00	2,989,000.00	89.94	33,233.27
Car Trust Obligation (p. 168),	200,000.00	200,000.00	89.94	2,223.70
Total,	$6,159,300.00	$6,159,300.00	89.94	$68,482.32

b For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (page 171).

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road.	
					Miles.	Amount.
Housatonic R. R.,	$2,970,300.00	$3,189,000.00	$95,058.59	$6,254,358.59	89.94	$69,539.23
Berkshire R. R.,	600,000.00			600,000.00	21.03	28,530.67
Stockb'e & Pittsf'd R.R.,	448,700.00			448,700.00	22.93	19,568.25
W. Stockbridge R R.,	39,600.00			39,600.00	2.64	1,500.00
Danb'y & Norwalk R.R.,	600,000.00	650,000.00		1,250,000.00	36.20	34,530.87
Total carried forward,	$4,658,600.00	$3,839,000.00	$95,058.59	$8,592,658.59	172.74	$49,743.30

Permanent Improvements for the Year.

Item.	Expenditures not Included in Operating Expenses.
Construction:	
Other Real Estate,	$310,185.25
Grading and Bridge and Culvert Masonry,	21,861.31
Bridges and Trestles,	53,248.66
Rails,	20,535.77
Other Superstructure,	27,242.77
Buildings, Furniture, and Fixtures,	61,617.02
Shop Machinery and Tools,	578.94
Engineering Expenses,	6,187.41
Wharfing, etc.,	47,658.60
Sidings and Yard Extensions,	4,958.73
Terminal Facilities and Elevators,	24,274.65
Road built by contract,	347,744.49
Other items,	829,587.42
Total Construction,	$1,755,681.02
Equipment:	
Locomotives,	$47,644.88
Passenger Cars,	104,607.39
Freight Cars,	6,664.00
Other Cars of all classes,	1,955.00
Total Equipment,	$160,871.27
Grand Total Construction and Equipment,	$1,916,552.29

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost Per Mile.
Construction:				
Right of Way,	$40,842.38	.....	$40,842.38	$453.80
Other Real Estate,	66,646.68	$310,185.25	376,831.93	4,187 02
Grading and Bridge and Culvert Masonry,	1,495,752.94	21,861.31	1,517,614.25	16,862.37
Bridges and Trestles,	30,358.79	53,248.66	83,607.45	928.96
Rails,	716,180.19	20,535.77	736,715.96	8,185.72
Ties,	54,765.78	.....	54,765.78	608.50
Other Superstructure,	32,495.44	27,242.77	59,738.21	663.75
Buildings, Furniture, and Fixtures,	278,634.86	61,617.02	340,251.88	3,780 57
Shop Machinery and Tools,	11,113.56	578.94	11,692.50	129.91
Engineering Expenses,	26,637.68	6,187.41	32,825.09	364.71
Interest during Construction,	84,335.91	.....	84,335.91	937.06
Wharfing, etc.,	9,639.04	47,658.60	57,297 64	636.63
Sidings and Yard Extensions,	.....	4,958 73	4,958.73	55.10
Terminal Facilities and Elevators,	.....	24,274 65	24,274.65	269 82
Road built by contract,	.....	347,744.49	347,744 49	3,863.82
Other items, re-valuation, etc.,	.....	829,587.42	829,587.42	9,217.64
Total Construction,	$2,847,403.25	$1,755,681.02	$4,603,084 27	$51,145.38
Equipment:				
Locomotives,	$353,022.38	$47,644.88	$400,667.26	$4,451.86
Passenger Cars,	192,608.55	104,607.39	297,215.94	3,302.40
Freight Cars,	667,746.61	6,664.00	674,410.61	7,493 45
Other Cars of all classes,		1,955.00	1,955.00	21.72
Total Equipment,	$1,213,377.54	$160,871.27	$1,374,248 81	$15,269.43
Grand Total Cost Construction and Equipment,	$4,060,780.79	$1,916,552.29	$5,977,333.08	$66,414.81

Income Account.

Gross Earnings from Operation (below),	$1,159,347.12	
Less Operating Expenses (p. 174),	711,070.83	
Income from operation,		$448,276.29
Deductions from Income:		
Interest on Funded Debt accrued,	$157,867.55	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	1,497.25	
Rentals, including Tracks, Yards, and Terminals, (p. 174),	157,564.82	
Taxes,	42,000.00	
Total Deductions from Income,		358,929.62
Net Income,		$89,346.67
Other Payments from Net Income, Discount, and Expense on Bonds and Stocks Issued,	$1,597.82	
Settlement with holders of old Preferred Accumulative 8 per cent. Preferred Stock,	12,200.00	
Total,		13,797.82
Surplus from Operations of Year ending June 30, 1889,		75,548.85
Surplus on June 30, 1888,		94,288.84
Surplus on June 30, 1889,		$169,837.69

Earnings from Operation.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Total Passenger Revenue,	.....	$410,859.10
Mail,	$16,046.54	.....
Express,	27,703.00	.....
Other Items,	1,370.00	45,119.54
Total Passenger Earnings,	.....	$455,978.64
Total Freight Revenue,	655,455.75	655,455.75
Other Items,	14,314.03	14,314.03
Total Freight Earnings,	.....	$669,769.78
Total Passenger and Freight Earnings,	.....	$1,125,748.42
Other Earnings from Operation:		
Car Mileage — Balance,	15,835.35	.....
Rentals not otherwise provided for,	17,763.35	.....
Total Other Earnings,	.....	$33,598.70
Total Gross Earnings from Operation,	.....	$1,159,347 12

Stocks Owned.

Name.	Total Par Value.	Income or Dividend Received.
West Stockbridge R. R. Co., Cost $29,888, .	$39,600.00	$919.53
Capital Stock New England Terminal Co., .	50,000.00	.....
Total, ...	$89,600.00	$919.53

The Dividends from West Stockbridge R. R. Co., amounting to $919.53, was included in Gross Earnings.— Page 171.

Rentals Received.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Total.
Yards, . . .	Bridgeport, Conn.	New York, New Haven & Hartford Railroad Co.	$400 00
Terminals, . .	Wilson Point, Ct.	New England Terminal Co.	8,333.33
			$8,733.33

The Wilson Point terminal on the Sound, south of South Norwalk on Danbury & Norwalk Division, was leased to the New England Terminal Company on February 1, 1889, at a rental of $20,000.00 per annum, payable quarterly.

The amount, $8,333.33, represents the accrued amount to June 30, 1889.

This is included in our Gross Earnings.

The two main tracks of the New York, New Haven & Hartford Railroad Company are located upon the property of this Company, running through the Freight Yard at Bridgeport, Conn., for which privilege it pays the Housatonic Railroad Company an annual rental of $400.00.

This is also included in the Gross Earnings.

Miscellaneous Income included in Gross Earnings.

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway,	$38,674.18	$45,400.12	$84,074.30
Renewals of Ties,	15,969.13	18,746.38	34,715.51
Repairs of Bridges and Culverts,	1,970.88	2,313.67	4,284.55
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	3,356.21	3,939.89	7,296.10
Repairs of Buildings,	2,908.66	3,414.51	6,323.17
Other expenses,	399.57	469.06	868.63
Total,	$63,278.63	$74,283.63	$137,562.26
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	$15,075.18	$17,696.94	$32,772.12
Repairs and renewals of Passenger Cars,	21,537.74	.....	21,537.74
Repairs and renewals of Freight Cars,	.....	31,959.09	31,959.09
Shop Machinery, Tools, etc.,	.81	.94	1.75
Total,	$36,613.73	$49,656.97	$86,270.70
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen,	$29,369.32	$34,477.03	$63,846.35
Fuel for Locomotive,	45,373.37	53,264.37	98,637.74
Water-supply for Locomotives,	1,454.03	1,706.91	3,160.94
All other supplies for Locomotives,	3,081.72	3,617.68	6,699.40
Wages of other Trainmen,	32,216.18	37,819.00	70,035.18
All other train supplies,	1,728.99	2,029.67	3,758.66
Wages of Switchmen, Flagmen, and Watchmen,	4,425.20	5,194.80	9,620.00
Expense of Telegraph, including Train Dispatchers and Operators,	2,840.24	3,334.20	6,174.44
Wages of Station Agents, Clerks, and Laborers,	28,891.60	33,916.23	62,807.83
Station supplies,	2,174.00	2,552.09	4,726.09
Loss and Damage,	1,599.49	1,877.67	3,477.16
Injuries to persons,	1,182.60	1,388.26	2,570.86
Barges, Floats, Tugs, Ferry-boats, expenses of, including Wages, Fuel, and supplies,	35,464.28	41,631.98	77,096.26
Other expenses,	998.53	1,172.18	2,170.71
Total,	$190,799.55	$223,982.07	$414,781.62

Operating Expenses.— Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers,	$10,046.40	$11,793.60	$21,840.00
Salaries of Clerks,	5,286.40	6,205.76	11,492.16
General Office Expenses and Supplies,	1,799.10	2,111.98	3,911.08
Advertising,	1,390.78	1,632.66	3,023.44
Insurance,	2,483.13	2,915.00	5,398.13
Rentals not otherwise provided for,	3,631.72	4,263.32	7,895.04
Legal Expenses,	2,283.41	2,680.51	4,963.92
Stationery and Printing,	3,805.60	4,467.43	8,273.03
Other General Expenses,	2,603.35	3,056.10	5,659.45
Total,	$33,329.89	$39,126.36	$72,456.25
Recapitulation of Expenses:			
Maintenance of Way and Structures,	$63,278.63	$74,283.63	$137,562.26
Maintenance of Equipment,	36,613.73	49,656.97	86,270.70
Conducting Transportation,	190,799.55	223,982.07	414,781.62
General Expenses,	33,329.89	39,126.36	72,456.25
Grand Total,	$324,021.80	$387,049.03	$711,070.83

Percentage of Operating Expenses to Earnings, 61.33 per cent.

Rentals Paid.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Berkshire R. R.,	.....	.....	$42,000.00	$42,000.00
Stockbridge & Pittsf'd R.R.,	.....	$31,409.00	.....	31,409.00
West Stockbridge R.R.,	.....	.....	2,143.33	2,143.33
Danbury & Norwalk R.R.,	$41,500.00	30,000.00	12,012.45	82,012.45
Total,	$41,500.00	$61,409.00	$56,155.78	$157,564.78

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 170),	$4,603,084.27	Capital Stock (p. 167),	$2,970,300.00
Cost of Equipment (p. 170),	1,374,248.81	Funded Debt (p. 167),	3,189,000.00
Stocks of other companies owned (p. 172),	79,888.00	Current Liabilities,	95,058.59
Other Permanent Investments:		Profit and Loss,	169,837.69
Ames Property, Machine Shop,	178,481.32		
N.Y., Hous. & North'n R.R.,	72,628.05		
Bills Receivable Danbury & Norwalk R.R. Co.,	50,000.00		
Other Assets:			
Materials and Supplies,	65,865.83		
Total,	$6,424,196.28	Total,	$6,424,196.28

Cash Statement of Financial Operations for the Year.

Resources to account for.		Resources accounted for.	
Net Income:		Fixed Charges:	
From Operation (p. 171),	$448,276.29	Interest on Funded Debt Paid,	$131,756.66
Increase in Liabilities:		Other Interest Paid,	1,497.25
Sale of Bonds (p. 176),	515,000.00	Rentals,	137,664.73
Increase in Current Liabilities,	15,322.43	Taxes,	43,486.59
Decrease in Assets:		Other Charges Against Net Income,	1,597.82
Cash on Hand,	78,359.17	Dividends (p. 171),	12,200.00
Cash Assets,	196,370.81	Betterments to Property:	
		Construction of New Road,*	308,092.22
		Other Permanent Improvements,†	270,274.16
		Additional Equipment,†	160,871.27
		Decrease in Liabilities:	
		Reduction of Funded Debt,	56,000.00
		Miscellaneous:	
		Securities Purchased,	79,888.00
		Other Expenditures,	50,000.00
Total,	$1,253,388.70	Total,	$1,253,388.70

* Exclusive of Discount on Bonds sold for Construction.
† Not Charged to Operating Expenses.

Important Changes During the Year.

There was built and put into operation during the year an extension from Botsford on our Main Line to a point on the New Haven & Derby Railroad 9.79 miles, also a track $\frac{33}{100}$ of a mile connecting our Main Line and the Danbury & Norwalk Division, both accounted for on page 170.

The Capital Stock, originally, was made up of $820,000 Common and $1,180,000 Preferred. The Preferred was entitled to 8 per cent. cumulative dividends, as a large portion of this dividend remained unpaid. A settlement was made with the stockholders under an act of legislature, copy of which is here attached, by which an entirely new preferred stock was issued, shareholders of the old preferred receiving 2 shares of the new preferred and one hundred dollars cash, and shareholders of the common to receive 1 share of the new preferred for 2 shares of the common.

The 11,800 shares were all surrendered under the above terms, and 375 common exchanged for 125 shares new preferred.

The proposition with regard to the common was afterwards modified so that the exchanged should be on basis of 1½ to 1, and 5,540 shares common were exchanged for 3,693 shares of new preferred.

Additional bonds were issued to effect this exchange, to take up maturing bonds and for betterments and additional equipment, and $515,000 of said bonds were disposed of during the year.

This company also purchased stock of the New England Terminal Company to amount of $50,000, and advanced to the Danbury & Norwalk R. R. Co. $50,000 to be invested likewise, taking that Company's note for same, and holding the stock as collateral.

Contracts, Agreements, etc.

Adams Express Company $27,000 per annum minimum — or 40 per cent. of Gross Earnings from business on this Company's Lines if said percentage exceeds said minimum.

General Post-office Department Mails:

Bridgeport & Pittsfield,	$12,382.70
Van Deusenville & State Line,	475.38
Danbury & Brookfield Junc.,	269.32
Danbury & South Norwalk,	2,441.65
Branchville & Ridgefield,	186.39
Bethel & Hawleyville,	291.11
Total,	$16,046.55

Proportion of Through Rate:
Red Line Transit Co.
White Line Central Transit Co.
Blue Line.
Merchants Despatch Transportation Co.
Canada Southern Line.
Western Transit Co.
Midland Line.
Milwaukee & Michigan Line.

Proportion of Through Rate:
N. Y., N. H. & H. R.R. Co.
New York & New England R.R. Co.
Shepaug, Litchfield & North'n R.R. Co.
Hartford & Conn. Western R.R. Co.
Boston & Albany R.R. Co.
New Haven & Derby R.R. Co.
New England Terminal Co.

Western Union Telegraph Company own the Telegraph Lines, doing the Railroad business free, to amount of $1,400, and $6 per each additional mile, any excess to be paid for at half rates; the Railroad Company furnishing its own operator when necessary.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From —	To —	Miles.		
Cons. 1st Mort., $2,275,000	Bridgeport,	Mass. State Line.			All Equipment owned by this Company, say
Mortgage, 270,000	Botsford,	Huntington.			
274,000	Brookfield Jc.	Danbury.			
100,000	Hous. R.R.,	D. & N. R. R.			
70,000					$1,374,248.81
$2,989,000	Housatonic	Railroad.	89.94	$33,233.27	
Rolling Stock Certificates: $200,000	No	Railroad.			None.

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	11	$22,440.00	.....
General Office Clerks,	16	10,892.16	$1.86
Station Agents,	49	30,445.00	1.70
Other Station Men,	114	47,267.83	1.37
Enginemen,	32	32,872.43	3.32
Firemen, including Roundhouse Men,	46	25,806.05	1.87
Conductors,	28	35,741.60	3.10
Other Trainmen,	79	42,959.62	1.77
Machinists,	24	16,141.61	2.23
Carpenters,	24	16,031.14	2.25
Other Shopmen,	59	31,824.60	1.86
Section Foremen, $55 per month,	30	19,800.00	1.87
Other Trackmen, $1.50 per day,	224	62,371.44	1.50
Switchmen, Flagmen, and Watchmen,	32	18,529.60	1.85
Telegraph Operators and Dispatchers,	6	3,780.00	2.02
Employees — account Floating Equipment, 7 mos.,	154	38,424.00	1.58
All other Employees and Laborers,	72	22,695.04	1.50
Total,	1,000	$478,022.12	.....
Distribution of Above:			Per cent.
General Administration,	.....	$33,332.16	06.97
Maintenance of Way and Structures,	.....	82,171.44	17.19
Maintenance of Equipment,	.....	63,997.35	13.38
Conducting Transportation,	.....	298,521.17	62.46
Total,	.....	$478,022.12	100.00

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue, and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	1,063,376	.....	..	...
Number of passengers carried one mile,	16,872,022	.....	..	...
Average distance carried,	15.876	.....	..	...
Total passenger revenue,	.....	$410,859	10	...
Average amount received from each passenger,	.....	.....	38	660
Average receipts per passenger per mile,	.....	.....	02	435
Estimated cost of carrying each passenger one mile,	.....	.....	01	920
Passenger earnings per mile of road,	.....	2,378	42	...
Passenger earnings per train-mile,	.....	.....	88	307
Freight Traffic:				
Number of tons carried of freight earning revenue,	561,752	.....	..	...
Number of tons carried one mile,	27,106,360	.....	..	...
Average distance haul of one ton,	48.253	.....	..	...
Total freight revenue,	.....	655,455	75	...
Average amount received for each ton of freight,	.....	1	16	680
Average receipts per ton per mile,	.....	.....	02	270
Estimated cost of carrying one ton one mile,	.....	.....	01	428
Freight earnings per mile of road,	.....	3,794	46	...
Freight earnings per train-mile,	.....	1	21	580
Passenger and Freight:				
Passenger and freight earnings,	.....	1,066,314	85	
Passenger and freight earnings per mile of road,	.....	6,172	94	691
Expense per mile of road,	.....	4,122	21	158
Total earnings per mile of road, including Mails, Express, etc.,	.....	6,711	51	511
Number of passenger trains,	3,756	.....	..	...
Number of freight trains,	3,756	.....	..	...
Number of mixed trains,	1,252	.....	..	...
Train Mileage:				
Miles run by passenger trains,	443,151	.....	..	...
Miles run by freight trains,	472,786	.....	..	...
Miles run by mixed trains,	88,440	.....	..	...
Total Mileage Trains Earning Revenue,	1,004,377	.....	..	...
Miles run by switching trains,	105,047	.....	..	...
Miles run by construction and other trains,	40,242	.....	..	...
Grand Total Train Mileage,	1,149,666	.....	..	...
Mileage of loaded freight cars — North or East,	2,327,350	.....	..	...
Mileage of loaded freight cars — South or West,	2,142,669	.....	..	...
Mileage of empty freight cars — North or East,	132,688	.....	..	...
Mileage of empty freight cars — South or West,	111,990	.....	..	...
Average number of freight cars in train,	21	.....	..	...
Average number of loaded cars in train,	16	.....	..	...
Average number of empty cars in train,	5	.....	..	...
Average number of tons of freight in train,	80	.....	..	...
Average number of tons of freight in each loaded car,	5	.....	..	...

Miles run by switching trains are reported to Superintendent M. P. by Engineers.

Freight Traffic Movement.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and other Carriers. Whole Tons.	Total Freight Tonnage. Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	31,080	11,030	42,110	07.50
Flour,	4,102	8,170	12,272	02.19
Hay,	450	.....	450	00.08
Tobacco,	580	.....	580	00.11
Fruit and Vegetables,	120	40	160	00.03
Not Specified,	8,090	1,966	10,056	01.80
Products of Animals:				
Live Stock,	5,465	1,357	6,822	01.22
Other Packing-house Products,	6,583	2,123	8,706	01.56
Milk,	15,707	.....	15,707	02.80
Products of Mines:				
Anthracite Coal,	.....	23,597	23,597	04.21
Bituminous Coal,	.....	125,157	125,157	22.29
Coke,	.....	447	447	00.08
Ores,	46,986	.....	46,986	08.37
Stone, Sand, and other like articles,	900	.....	900	00.17
Products of Forest:				
Lumber,	27,283	14,970	42,253	07.54
Manufactures:				
Petroleum and other Oils,	.....	3,904	3,904	0.69
Iron, Pig, and Bloom,	.....	11,570	11,570	02.09
Other Castings and Machinery,	644	3,234	3,878	00.69
Cement, Brick, and Lime,	185	758	943	00.18
Wines, Liquors, and Beers,	.....	3,508	3,508	00.62
Not Specified,	59,608	23,333	82,941	14.79
Merchandise,	17,907	38,742	56,649	09.93
Miscellaneous:				
Other commodities not mentioned above,	20,668	41,488	62,156	11.06
Total Tonnage,	246,358	315,394	561,752	100.00

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped with Train Brake. Number.	Kind.	Cars Fitted with Automatic Coupler. Number.	Kind.
Locomotives:						
Passenger,	....	23	15	Westinghouse,	....	....
Freight,	1	13	6	Westinghouse,	....	....
Switching,	....	1	...	... .	....	....
Total,	1	37	....	.....	....	....

Description of Equipment.— *Continued.*

Item.	Number Added During Year.	Total Number at End of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Cars in Passenger Service:						
First-class Passenger Cars,	7	23	23	Westinghouse,	23	Miller.
Second-class Passenger Cars,	....	23	15	Westinghouse,	15	Miller.
Combination Passenger Cars,	1	5	5	Westinghouse,	5	Miller.
Parlor Cars,	....	4	4	Westinghouse,	4	Miller.
Sleeping Cars,	....	3	3	Westinghouse,	3	Miller.
Baggage, Express, and Postal Cars,	2	20	13	Westinghouse,	13	Miller.
Total,	10	78	63	.....	63	....
Cars in Freight Service:						
Box Cars,	34	733	....	.....	94	Hein.
Flat Cars,	....	302	...	.....	115	Hein.
Stock Cars,	....	8	....	.....	....	...
Coal Cars,	....	151	....	.....	....	....
Refrigerator Cars,	....	23	....	.....	....	....
Total,	....	1,217	....	.....	....	....
Cars in Company's Service:						
Gravel Cars,	....	1	....	.....	....	....
Pile Driver,	....	1	....	.....	....	....
Tool Cars,	....	3	....	.....	....	....
Total,	....	5	....	.....	....	....
Cars Contributed to Fast Freight Line Service:*						
Blue,	....	....	....	.....	....	....
White,	....	....	....	.....	....	....
Red,	....	....	....	.....	....	....
Grand Total,	....	1,337	....	.....	....	....

* Included in account with 733 Box Cars.

Mileage.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line Owned.	Branch Line Owned.	Line Operated Under Lease.	Total Mileage Operated.	New Line Constructed during Year.	Iron Rails.	Steel Rails.
Miles of single track,	74.46	15.48	82.80	172.74	10.12	....	37.50
Miles of yard track, sidings, and spurs,	23.02	1.81	14.17	39.00	....	104.00	40.80
Total Mileage Operated (all tracks),	97.48	17.29	96.97	211.74	10.12	104.00	78.30

This does not include the 9.79 miles built under contract, in which some 960 tons of steel were used.

MILEAGE OF LINE BY STATES AND TERRITORIES.

Mileage operated and owned by Road making this report.

State or Territory.	Main Line Owned.	Branch Line Owned.	Line Operated under Lease.	New Line Constructed during Year.	Iron Rails.	Steel Rails.
Connecticut,	97.48	17.29	....	10.12	104.00	78.30
Massachusetts,	...	....	96.97	....	....	....
Total Mileage Operated (single track),	97.48	17.29	96.97	....	....	....
Total Mileage Owned (single track),	97.48	17 29	...	10.12	104.00	78.30

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Iron,	104.00	62.00	$21.00
Steel,	78.30	62.00	26.23

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut and Oak:		
No. 1,	31,500	.45
No. 2,	23,621	.40
No. 3,	20,163	.25
Total,	75,284	31.43

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Soft Wood —Cords.	Total Fuel Consumed —Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger,	11,826	41	11,867	465,261	57.14
Freight,	13,704	47	13,751	539,116	
Switching,	2,672	9	2,681	105,047	
Construction,	1,023	3	1,026	40,242	
Total,	29,225	100.00	29,325	1,149,666	...

Accidents to Persons.

Kind of Accident.	Trainmen Killed.	Trainmen Injured.	Other Employees Injured.
Coupling and Uncoupling,	..	6	..
Falling from Trains and Engines,	2	2	..
Overhead Obstructions,	..	1	..
Collisions,	2	..	..
Other Causes,	..	..	4
Total,	4	9	4

Kind of Accident.	Passengers Killed.	Trespassers Killed.	Trespassers Injured.	Others Not Trespassing Injured.
Other Train Accidents,	..	11	1	..
At Stations,	1	..	..	..
Other Causes,	..	1	1	1
Total,	1	12	2	1

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Bridgeport,	Pittsfield,	110.74	300	53.48	57.26
Van Deusenville,	State Line,	10.40	30	4.50	5.90
Brookfield Junc.,	Danbury,	5.36	10	1.50	3.86
Danbury,	Wilson Point,	26.28	72	10.50	15.78
Hawleyville,	Bethel,	5.95	14	2.77	3.18
Branchville,	Ridgefield,	3.97	17	1.97	2.00
H. R. R.	D. & N. R. R.,	.25	2	.25	....
Botsford,	Huntington,	9.79	36	5.56	4.23
Total,	.....	172.74	481	80.53	92.21

PROFILE.

Length of Level Line. Miles.	Ascending Grades. No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grades. Miles.	Descending Grades. No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
14.12	9	1,350	72.41	8	350	24.21
1.00	4	100	5.00	2	150	4.40
.50	1	60	3.00	2	40	1.86
4.00	15	544	5.00	8	413	17.28
....	2	22	3.60	3	20	2.35
....	1	80	3.97	..	....	....
.25	..	....	....	..	....	....
.40	1	397	9.21	1	10	.18
20.27	33	2,553	102.19	24	983	50.28

Bridges:

Number Stone, ... 2
Number Iron, ... 21
Number Wooden, ... 87

Trestles:

Number, ... 6
Aggregate length, ... 2,548 feet.

Tunnels:

Number, ... 1
Maximum length, Minimum length, Aggregate length of all Tunnels, ... 228 feet.
Gauge of Track, ... 4.8½

Telegraph:

Operated by Western Union Telegraph Company, . . . 168 miles of line.
Operated by Western Union Telegraph Company, . . . 428 miles of wire.

Questions for General Information.

1. What provision, if any, has been made by this road for the Payment of its Funded Debt? None special. The Funded Debt as it became due and payable heretofore has been met by new bonded issues.

2. What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

Station-house, Pittsfield, Ticket Office B. & A. R. R.
" Bridgeport, " N. Y., N. H. & H. R. R.
" State Line, " B. & A. R. R.
" So. Norwalk, " N. Y., N. H. & H. R. R.

3. Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

American Association of General Passenger and Ticket Agents.

New England General Ticket and Passenger Agents' Association.

New England General Freight Agents' Association.

4. Name all the Companies, commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

Red Line Transit Co. White Line Central Transit Co. Blue Line. Merchants Despatch Transportation Co. Canada Southern Line. Western Transit Co. Midland Line. Milwaukee & Michigan Line.

STATE OF CONNECTICUT, } ss.
COUNTY OF FAIRFIELD. }

We, the undersigned, Wm. H. Stevenson, Vice-President, and R. J. Bestor, Auditor, of the Housatonic Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WM. H. STEVENSON,
Vice-President.
R. J. BESTOR,
Auditor.

Subscribed and sworn to before me this fourteenth day of September, 1889.

HOWARD G. HUBBELL,
Notary Public.

MERIDEN, WATERBURY & CONNECTICUT RIVER RAILROAD CO.

History.

Name of common carrier making this report? The Meriden, Waterbury & Connecticut River Railroad Co.

Date of organization? June 9, 1888.

Under laws of what Government, State, or Territory organized? State of Connecticut.

If a consolidated company, name the constituent companies and give reference to charters of each, and all amendments of same? Formed by the consolidation of the Meriden & Cromwell Railroad Co., organized under the General Railroad Laws of Connecticut, July 10, 1882, and the Meriden & Waterbury Railroad Co., organized under the General Railroad Laws of Connecticut, May 24, 1887.

Date and authority for each consolidation? Consolidated under an act entitled "An Act authorizing the Consolidation of certain Railroad Companies," passed by the General Assembly of the State of Connecticut at its January Session, 1887, approved March 10, 1887, and to be found on pages 481, 482, and 483 of the Special Acts and Resolutions of the General Assembly of the State of Connecticut, January Session, 1887.

Organization.

Name of Directors.	Post-office Address.	Expiration of Term.
H. C. Wilcox,	Meriden, Conn.,	Nov. 13, 1889.
Geo. R. Curtis,	Meriden, Conn.,	Nov. 13, 1889.
Samuel Dodd,	Meriden, Conn.,	Nov. 13, 1889.
A. Chamberlain,	Meriden, Conn.,	Nov. 13, 1889.
C. L. Rockwell,	Meriden, Conn.,	Nov. 13, 1889.
A. S. Chase,	Waterbury, Conn.,	Nov. 13, 1889.
E. D. Steele,	Waterbury, Conn.,	Nov. 13, 1889.
H. A. Mathews,	Waterbury, Conn.,	Nov. 13, 1889.
H. L. Wade,	Waterbury, Conn.,	Nov. 13, 1889.

Total number of stockholders at date of last election? 427.

Date of last meeting of stockholders for election of directors? Tuesday, Nov. 13, 1888.

Post-office address of general and operating office? Meriden, Conn.

Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	H. C. Wilcox,	Meriden, Conn.
President,	H. C. Wilcox,	Meriden, Conn.
Vice-President,	E. D. Steele,	Waterbury, Conn.
Secretary,	Geo. Rockwell,	Meriden, Conn.
Treasurer,	Geo. Rockwell,	Meriden, Conn.
Assistant Treasurer,	H. L. Wade,	Waterbury, Conn.
Auditors,	A. Chamberlain,	Meriden, Conn.
	C. L. Rockwell,	Meriden, Conn.
Traffic Manager,	H. L. B. Pond, G.F.A.,	Meriden, Conn.
General Passenger Agent,	H. L. B. Pond,	Meriden, Conn.
General Ticket Agent,	H. L. B. Pond,	Meriden, Conn.
General Superintendent,	C. M. Crawford,	Meriden, Conn.

Property Operated.

Name of every Railroad the operation of which are included in the income account (page 189).

Name.	From—	To—	Miles of Line for each Road Named.
The Meriden, Waterbury & Conn. River R. R., ...	Cromwell, Conn.,	New York & New England R. R. at Waterbury, Conn.	29.50
Center Street Extension in Meriden, ...	.....	.....	.84

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, ...	$100.00	$500,000.00	$500,000.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Stock of the Meriden & Cromwell Railroad Co., ...	3,000	$300,000.00
Issued for Stock of the Meriden & Waterbury Railroad Co., ...	2.000	200,000.00
Total, ...	5,000	$500,000.00

The Capital Stock of the Meriden & Cromwell Railroad Company was $300,000.00, and the Capital Stock of the Meriden & Waterbury Railroad Company was $200,000.00; these two roads being consolidated, as hereinbefore stated, forming the Meriden, Waterbury & Connecticut River Railroad, the Capital Stock of the latter was issued in exchange for the Capital Stock of the first two mentioned companies, share for share.

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Rate of Interest.	When Payable.
*1st Mortgage,	July 1, 1888,	July 1, 1925,	$600,000.00	5 per cent.,	Jan'ary and July.
*2d Mortgage,	April 1, 1889,	July 1, 1925,	400,000.00	6 per cent.,	Jan'ary and July.
Total, .	....	....	1,000,000.00	.....	.....

* Not sold. All still in possession of the Company.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash, ...	$5,206.68	Loans and Bills Payable,	$1,083,756.31
Bills Receivable, . .	26.96	Audited Vouchers and Accounts, . . .	704.66
Due from Agents, . .	4,167.62	Net Traffic Balances due to other companies, .	6,172.01
Due from solvent companies and individuals, .	21,004.95		
Other Cash Assets.*			
Balance Current Liabilties, .	$1,060,226.77		
Total, .	$1,090,632.98	Total, . . .	$1,090,632.98

* Materials and Supplies on hand, $2,932.18. (See General Balance Sheet, page 192.)

Recapitulation.

A. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 186),	$500,000.00	$500,000.00	30.34	$16,479.89

Recapitulation. — *Continued.*

B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account (page 189):

Capital Stock.	Current Liabilities.	Total.	Amount per Mile of Road.	
			Miles.	Amount.
$500,000.00	$1,060,226.77	$1,560,226.77	30.34	$51,424.74

Permanent Improvements for the Year.

Item.	Expenditures during the Year.		Credits, Property and Material Sold.	Differences or Net Additions to Property, etc.
	Not included in Operating Expenses.	Total Expenditures.		
Construction:				
Right of Way,	$2,596.00	$2,596.00	$47.00	$2,549.00
Other Real Estate,	9,149.50	9,149.50	148.18	9,001.32
Fences,	1,655.91	1,655.91	423.92	1,231.99
Grading, and Bridge and Culvert Masonry,	178,700.29	178,700.29	4,640.79	174,059.50
Bridges and Trestles,	71,243.33	71,243.33	3.51	71,239.82
Rails,	12,120.25	12,120.25	200.00	11,920.25
Ties,	6,512.01	6,512.01	519.24	5,992.77
Other Superstructures,	1,502.19	1,502.19	.....	1,502.19
Buildings, Furniture, and Fixtures,	29,134.88	29,134.88	4.25	29,130.63
Shop Machinery and Tools,	6,324.00	6,324.00	36.00	6,288.00
Engineering Expenses,	5,620.31	5,620.31	8.65	5,611.66
Interest during Construction,	38,020.93	38,020.93	.....	38,020.93
Other Items,	3,162.12	3,162.12	.....	3,162.12
Total,	$365,741.72	$365,741.72	$6,031.54	$359,710.18
Equipment:				
Locomotives,	18,615.00	18,615.00	15.00	18,600.00
Passenger Cars,	2,808.61	2,808.61	.....	2,808.61
Combination Cars,	929.47	929.47	.....	929.47
Freight Cars,	7.50	7.50	446.50	439.00
Total,	$22,360.58	$22,360.58	$461.50	$21,899.08
Grand Total,	$388,102.30	$388,102.30	$6,493.04	$381,609.26

Cost of Road and Equipment.

Item.	Total Cost to June 9, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost per Mile.*
Construction:				
Right of Way, . . $	97,082.90	2,549.00	99,631.90	3,283.85
Other Real Estate, . .	23,759.11	9,001.32	32,760.43	1,079.78
Fences, ...	11,958.48	1,231.99	13,190.47	434.75
Grading, and Bridge and Culvert Masonry, .	578,713.92	174,059.50	752,773.42	24,811.25
Bridges and Trestles, .	80,387.83	71,239.82	151,627.65	4,997.61
Rails, ...	132,860.00	11,920.25	144,780.25	4,771.93
Ties, ...	41,025.77	5,992.77	47,018.54	1,549.72
Other Superstructure, .	.....	1,502.19	1,502.19	49.51
Buildings, Furniture and Fixtures, . . .	13,482.14	29,130.63	42,612.77	1,404.51
Shop Machinery and Tools,	.....	6,288.00	6,288.00	207.25
Engineering Expenses, .	18,467.74	5,611.66	24,079.40	793.65
Interest during Construction, ...	22,240.26	38,020.93	60,261.19	1,986.20
Other Items, . . .	3,887.48	3,162.12	7,049.60	232.35
Total, . . . $	1,023,865.63	359,710.18	1,383,575.81	45,602.36
Equipment:				
Locomotives, . . .	19,374.65	18,600.00	37,974.65	1,251.64
Passenger Cars, . .	18,270.40	2,808.61	21,079.01	694.76
Combination Cars, . .	6,767.60	929.47	7,697.07	253.69
Freight Cars, . . .	66,596.33	439.00	66,157.33	2,180.53
Other Cars of all classes, .	149.56	.....	149.56	4.93
Total, . . . $	111,158.54	21,899.08	133,057.62	4,385.55
Grand Total, . $	1,135,024.17	381,609.26	1,516,633.43	49,987.91

*Mileage operated, 30.34 miles, exclusive of sidings and yard extensions used in this calculation.

Income Account.

Gross Earnings from Operation (page 190), . .	$67,835.86	
Less Operating Expenses (page 192), . . .	75,929.87	
Deficit, ...		$8,094.01
Miscellaneous Income — less Expenses (page 190), .	$78.00	
Contingent Account closed into P. & L. Account, .	67.12	
Income from other Sources, ...		145.12
Deficit, ...		$7,948.89

Deductions from Income:		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	$21,822.07	
Taxes,	8,957.64	
Other Deductions, Worthless Account closed into P. & L.,	1.00	
Total Deductions from Income,		30,780.71
Deficit,		$38,729.60
Deficit from Operations of Year ending June 30, 1889,		38,729.60
Deficit on June 9, 1888,		1,931.56
Deficit on June 30, 1889,		$40,661.16

Earnings from Operation.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger Revenue,	$23,259.70	.....	.....
Less Repayments,	.....	$870.80	.....
Total Deductions,	.....	$870.80	.....
Total Passenger Revenue,	.....	.....	$22,388.90
Express,	.....	.....	2,625.00
Total Passenger Earnings,	.....	.....	$25,013.90
Freight:			
Freight Revenue,	66,024.52	.....	.....
Less Repayments:			
Overcharge to shippers,	.....	19.80	.....
Other repayments,	.....	23,346.96	.....
Total Deductions,	.....	$23,366.76	.....
Total Freight Earnings,	.....	.....	42,657.76
Total Pass. and Freight Earnings,	.....	.....	$67,671.66
Other Earnings from Operation:			
Car Mileage—Balance,	.....	.....	164.20
Total Other Earnings,	.....	.....	$164.20
Total Gross Earn'gs from Operat'n,	.....	.....	$67,835.86

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
From Rental of Real Estate,	$78.00	$78.00

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structure:			
Repairs of Roadway,	$11,683.85	$12,902.15	$24,586.00
Renewals of Ties,	541.95	598.46	1,140.41
Repairs of Bridges and Culverts,	240.17	265.22	505.39
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	.74	.81	1.55
Repairs of Buildings,	61.74	68.17	129.91
Repairs of Docks and Wharves,	10.40	11.60	22.00
Other Expenses,	153.72	169.75	323.47
Total,	$12,692.57	$14,016.16	$26,708.73
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	1,463.67	1,616.29	3,079.96
Repairs and renewals of Passenger Cars, Repairs and renewals of Freight Cars,	1,145.19	1,264.61	2,409.80
Shop Machinery, Tools, etc.,	85.87	94.82	180.69
Total,	$2,694.73	$2,975.72	$5,670.45
Conducting Transportation:			
Wages of Enginemen, Firemen, and Roundhousemen,	2,219.44	2,450.88	4,670.32
Fuel for Locomotives,	3,841.72	4,242.31	8,084.03
Water supply for Locomotives,	96.07	106.09	202.16
All other supplies for Locomotives,	366.11	404.30	770 41
Wages of other Trainmen,	3,205.18	3,539.40	6,744.58
All other train supplies,	95.05	104.96	200.01
Wages of Switchmen, Flagmen, and Watchmen,	590.51	652.09	1,242.60
Expense of Telegraph, including Train Dispatchers and Operators, Wages of Station Agents, Clerks, and Laborers,	5,234.20	5,780.00	11,014.20
Station supplies,	216.47	239.06	455.53
Loss and Damage,	62.98	69.55	132.53
Injuries to Persons,	229.24	253.16	482.40
Other Expenses,	501.40	553.70	1,055.10
Total,	16,658.37	$18,395.50	$35,053.87
General Expenses:			
Salaries of Officers,	1,894.85	2,092.46	3,987.31
Advertising,	689.06	760.92	1,449.98
Insurance,	290.58	320.90	611.48
Legal Expenses,	1.78	1.97	3.75
Stationery and Printing,	720.71	795.89	1,516.60
Other General Expenses,	440.86	486.84	927.70
Total,	$4,037.84	$4,458.98	$8,496.82

Operating Expenses.—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Recapitulation of Expenses:			
Maintenance of Way and Structure, . .	$12,692.57	$14,016.16	$26,708.73
Maintenance of Equipment, . . .	2,694.73	2,975.72	5,670.45
Conducting Transportation, . . .	16,658.37	18,395.50	35,053.87
General Expenses, ...	4,037.84	4,458.98	8,496.82
Grand Total, ...	$36,083.51	$39,846.36	$75,929.87

Percentage of operating expenses to earnings, 111.93.

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 189),	$1,383,575.81	Capital Stock (p. 186),	$500,000.00
Cost of Equipment (p. 189),	133,057.62	Current Liabilities (page 187), . .	1,090,632.98
Cash and Current Assets (page 187), . .	30,406.21		
Other Assets:			
Materials and Supplies, .	2,932.18		
Profit and Loss, . .	40,661.16		
Total, . .	$1,590,632.98	Total, . . .	$1,590,632.98

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Operation (p. 189),	$67,835.86	Interest paid, . . .	$21,822.07
From other sources (p. 189),	145.12	Taxes (p. 190), . .	8,957.64
Increase in Cur. Liabilities,	423,068.45	Operating Expenses (p. 192),	75,929.87
Cash on hand, . .	2,174.18	*Construction of new Road (page 189), . . .	359,710.18
		†Additional Equipment (page 189), . . .	21,899.08
		Cash Assets, . . .	3,322.24
		Other Assets, . . .	1,581.53
		Other Expenditures, worthless account closed into P. & L. account, .	1.00
Total, . . .	$493,223.61	Total, . . .	$493,223.61

* Exclusive of discount on bonds sold for construction. † Not charged to operating expenses.

Important Changes During the Year.

From Dublin Street in Waterbury to New York & New England Railroad, put in operation Jan. 14, 1889 ; 1.6 miles.

Contracts, Agreements, Etc.

Contract with the United States Express Company for the transportation of express matter at a monthly payment of $250.

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	4	$6,700.00	.....
Station Agents,	4	3,120.00	.....
Other Station men,	21	9,900.00	.....
Enginemen,	4	3,840.00	.....
Firemen,	4	2,280.00	.....
Conductors,	4	3,600.00	.....
Other Trainmen,	12	6,480.00	.....
Machinists,	2	.....	$2.75
Carpenters,	2	.....	2.50
Other Shopmen,	4	.....	1.93
Section Foremen,	6	3,600.00	.....
Other Trackmen,	30	.....	1.50
Switchmen, Flagmen, and Watchmen,	3	.....	1.60
Telegraph Operators and Dispatchers,	2	1,140.00	.....
Total,	102	.....	.....

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Passeng'rs, number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	69,707			
Number of passengers carried one mile,	868,491			
Average distance carried,	12.459			
Total passenger revenue,		22,388	90	
Average amount received from each passenger,			32	118
Average receipts per passenger per mile,			02	578
Estimated cost of carrying each passenger one mile,			04	155
Passenger earnings per mile of road,		737	93	342
Passenger earnings per train mile,			56	732
Freight Traffic:				
Number of tons carried of freight earning revenue,	61,875			
Number of tons carried one mile,	991,082			
Average distance haul of one ton,	16.017			
Total freight revenue,		42,657	76	
Average amount received for each ton of freight,			68	942
Average receipts per ton per mile,			04	304
Estimated costs of carrying one ton one mile,			04	020
Freight earnings per mile of road,		1,405	99	077
Freight earnings per train-mile,			97	886
Passenger and Freight:				
Passenger and freight earnings,		65,046	66	
Passenger and freight earnings per mile of road,		2,143	92	419
Expense per mile of road,		2,502	63	249
Total earnings per mile of road, including Mails, Express, etc.,		2,235	85	563
Train Mileage:				
Miles run by passenger trains,	39,464			
Miles run by freight trains,	43,579			
Miles run by mixed trains,*				
Total mileage trains earning revenue,	83,043			
Miles run by switching trains,†	6,640			
Miles run by construction and other trains,	30,558			
Grand total train mileage,	120,241			

[In making calculations on this page, mileage operated 30.34 miles, exclusive of yard tracks and sidings, was used.]

* Mixed trains distributed according to rule prescribed by Inter State Commerce Commission Book of Instructions, page 23.

† Switching estimated at 20 miles per working day.

Freight Traffic Movement.

Not having kept a record of the information required to give the freight traffic movement during year ending June 30, 1889, we are unable to furnish same. We however began to keep a record July 1, 1889, and will be able to furnish this information in report for year ending June 30, 1890.

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger,	1	2	1	Westinghouse	....	.....
Freight,	1	3	1	Automatic,	....	.....
Total,	2	5	2	.....	....	.....
Cars in Passeng'r Service:						
First-class Passenger Cars,	....	4	4	Westinghouse	4	Miller.
Second-class Pass. Cars,	3	3	3	Automatic,	3	Miller.
Combination Pass. Cars,	1	3	3		3	Miller.
Total,	4	10	10	.....	10	.....
Cars in Freight Service:						
Box Cars,	....	18	....	.....	10	Whittemore.
Flat Cars,	....	20	....	.....	....	.....
Coal Cars,	....	116	....	.....	75	Whittemore.
Total,	....	154	....	.....	85	.....
Cars in Co's Service:						
Derrick Cars,	....	1	....	.....	....	.....
Grand Total,	6	170	12	.....	95	.....

Mileage.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line Owned.	Branch Line Owned.	Total Mileage Operated.	New Line Constructed during Year.	Steel Rails.
Miles of single track,	29.50	.84	30.34	1.60	30.34
Miles of yard track, sidings, and spurs,	5.08	.74	5.82	1.53	5.82
Total Mileage Operated (all tracks),	34.58	1.58	36.16	3.13	36.16

Mileage.—*Continued.*

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

Mileage owned and operated by road making this report.

State or Territory.	Main Line Owned.	Branch Line Owned.	New Line Constructed during Year.	Total Mileage Excluding Trackage Rights.	Steel Rails.
Connecticut (single track), . .	29.50	.84	1.60	30.34	30.34

Renewals of Rails and Ties.

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut and Oak, ...	2,613	.4370

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Soft Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger, . . .	990.58	24.50	1002.83	39,464	56.92
Freight, . . .	1095.00	27.70	1108.85	43,579	56.99
Switching, . . .	153.37	4.00	155.37	6,640	52.41
Construction, . . .	763.05	19.80	772.95	30,558	56.66
Total, . . .	3002.00	76.00	3040.00	120,241	56.63
Average cost at Distributing Point,	3.61	3.50	.....	.....	.....

Accidents to Persons.

Kind of Accident.	Trainmen Killed.	Trainmen Injured.	Other Employees Injured.	Total Killed.	Total Injured.
Coupling and Uncoupling, .	..	1	..	..	1
Overhead Obstructions, .	1	..	..	1	..
At Stations, ...	..	..	1*	..	1
Total, . . .	1	1	1	1	2

* Patrick Farrell, deckhand on steamer, slightly cut on head while handling heavy machinery, at Cromwell, May 4, 1889. While this man was not, strictly speaking, our employee, he was an employee of one of our connecting companies and was injured on our property while in discharge of his duty.

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Cromwell, Conn.,	Junction with N. Y. & N. E. R. R.,	29.50	69	14.26	15.24
Center St. Branch in Meriden,	.....	.84	3	.30	.54
Total,	.....	30.34	72	14.56	15.78

PROFILE.

Length of Level Line. Miles.	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
6.23	24	799.5	12.68	19	512.5	10.59
....	..	.....	.....	1	48.0	.84
6.23	24	799.5	12.68	20	560.5	11.43

Bridges:
Number Stone, ... 1
Number Iron, ... 18
Trestles:
Number, ... 35
Aggregate length, ... 7,636 feet.
Gauge of track, ... 4 feet 8½ inches.
Telegraph:
Operated by this Company, ... 18.88 miles of wire.
Operated by Western Union Telegraph Company, . . 16.96 miles of line.
Operated by Western Union Telegraph Company, . . 33.92 miles of wire.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, Horace C. Wilcox, President, and Geo. Rockwell, Treasurer, of the Meriden, Waterbury & Connecticut River Railroad Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

H. C. WILCOX,
President.

GEO. ROCKWELL,
Treasurer.

Subscribed and sworn to before me this ninteenth day of September, 1889.

FRARAY HALE,
Notary Public.

NAUGATUCK RAILROAD COMPANY.

History.

Name of common carrier making this report? Naugatuck R. R. Co.

Date of Organization? In or about 1845. Chartered May, 1845.

Under laws of what Government, State, or Territory organized? State of Connecticut. Private Laws of Connecticut, Vol. 4, page 944.

What carrier operates the road of this company? Leased to and operated by the New York, New Haven & Hartford R. R. Co.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
William D. Bishop,	Bridgeport, Conn.,	November 21, 1889.
William D. Bishop, Jr.,	Bridgeport, Conn.,	November 21, 1889.
A. L. Dennis,	Newark, N. J.,	November 21, 1889.
Samuel S. Dennis,	Newark, N. J.,	November 21, 1889.
John B. Robertson,	New Haven, Conn.,	November 21, 1889.
Joel A. Sperry,	New Haven, Conn.,	November 21, 1889.
F. J. Kingsbury,	Waterbury, Conn.,	November 21, 1869.
R. M. Bassett,	Derby, Conn.,	November 21, 1889.
D. W. Plumb,	Shelton, Conn.,	November 21, 1889.

Total number of stockholders at date of last election? 631.

Date of last meeting of stockholders for election of directors? November 21, 1888.

Give post-office address of general office? President and Secretary, Bridgeport, Conn. Treasurer, New Haven, Conn.

Give post-office address of operating office? New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	William D. Bishop,	Bridgeport, Conn.
Secretary,	Horace Nichols,	Bridgeport, Conn.
Treasurer,	William L. Squire,	New Haven, Conn.
Div. Supt.,	Geo. W. Beach,	Waterbury, Conn.

Property Leased or Otherwise Assigned for Operation.

Name of Railroad the Income of which from lease, or from other assignment for operation, is included in the Income Account (page 202).

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Naugatuck R. R.,	Bridgeport	Winsted,	Leased to and operated by the New York, New Haven & Hartford R. R. Co.	Lease.	56.55

Contract existing between this Road and the Company by which it is operated?

The Naugatuck Railroad was leased to The New York, New Haven & Hartford Railroad Company, May 24, 1887, for 99 years from April 1, 1887, at an annual rental of $200,000, and also interest on bonds issued by the Naugatuck R. R. Co.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$2,000,000	$2,000,000	$239.00	$237.00	10 p. ct.	$200,000

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash:	
Common,	$397,696.00
Issued for Construction:	
Common,	675,879.00
Issued for Bonds:	
Common,	273,000.00
Issued for undivided Earnings,	142,700.00
Issued for increased valuation of roads or equipment, or both,	448,825.00
Stock charged profit and loss for loss on stock sold,	30,200.00
Stock charged profit and loss for over issue by N. Y. transfer agent,	31,700.00
Total,	$2,000,000.00

Funded Debt.

Class of Bond or Obligation.	Date of Issue	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	1883	1913	$750,000.00	$150,000.00	$150,000.00	$150,000.00

Rate of Interest.	Interest — When Payable.	Interest Accrued during Year.	Interest Paid during Year.
4 per cent.	June 1st and December 1st.	$6,000.00	$6,000.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year
Bonds (p. 201),	$150,000.00	$150,000.00	$6,000.00	$6,000.00

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 200), . . .	$2,000,000.00	$2,000,000.00	56.55	$35,366.94
Bonds (p. 201), .	150,000.00	150,000.00	56.55	2,652.51
Total, . . .	$2,150,000.00	$2,150,000.00	56.55	$38,019.45

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Total Cost to June 30, 1889.	Cost per Mile.
Construction, . .	$2,024,697.45	$2,024,697.45	$35,803.67
Equipment, . .	297,086.57	297,086.57	5,253.52
Total, . . .	$2,321,784.02	$2,321,784.02	$41,057.19

Income Account.

Income from Lease of Road, ...	$206,000.00	
Net Income, ...		$206,000.00
Dividends, 10 per cent., Common Stock, . .	$200,000.00	
Interest on bonds, ...	6,000.00	
Total, ...		$206,000.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 202), .	$2,024,697.45	Capital Stock (p. 200), .	$2,000,000.00
Cost of Equipment (p. 202),	297,086.57	Funded Debt (p. 201), .	150,000.00
Lands owned, . .	101,500.00	Profit and Loss report of last year, $463,560.96	
		Less item of last report, N. Y., N. H. & H. R. R. Co., $190,276.94—	273,284.02
Total, . . .	$2,423,284.02	Total, . . .	$2,423,284.02

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Lease of Road (p. 202),	$206,000.00	Interest on Funded Debt paid (p. 201), . .	$6.000.00
		Dividends (p. 202), . .	200,000.00
Total, . . .	$206,000.00	Total, . . .	$206,000.00

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage.	Bridgeport,	Winsted,	56.55	$2,652.52

Mileage.

Line in Use.	Main Line Owned.
Miles of single track,	56.55
Miles of yard track, sidings, and spurs,	14.54
Total Mileage Operated (all tracks),	71.09

Renewals of Rails and Ties.

Included in report of N. Y., N. H. & H. R. R. Co.

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From —	To —	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Bridgeport,	Winsted,	56.55	244	31.93	24.62

PROFILE.

Length of Level Line. Miles.	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
8.79	64	929	36.50	42	230	11.26

(Included in report of N. Y., N. H. & H. R. R. Co.)

Characteristics of Road — *Continued.*

Bridges — Number Stone,	5
Number Iron,	23
Number Wooden,	15
Trestles — Number,	10
Aggregate Length,	1,401
Gauge of Track,	4 ft., 8½ in.
Telegraph — Owned and Operated by Western Union Telegraph Co.,	56.55 m.

State of Connecticut, }
County of New Haven, } ss.

We, the undersigned, William D. Bishop, President, and William L. Squire, Treasurer, of the Naugatuck Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts, and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WM. D. BISHOP,
President.

WILLIAM L. SQUIRE,
Treasurer.

Subscribed and sworn to by William D. Bishop, before me, this 10th day of September, 1889.

H. Nichols,
Notary Public.

Subscribed and sworn to by Wm. L. Squire, before me, this 7th day of September, 1889.

S. C. Fleetwood,
Notary Public, New Haven Co., Conn.

NEW HAVEN & DERBY RAILROAD CO.

History.

Name of common carrier making this report? New Haven & Derby Railroad Co.

Date of organization? April 24, 1867.

Under laws of what Government, State, or Territory organized? State of Connecticut.

Organization.

Name of Directors.	Post-office Address.	Expiration of Term.
Wm. H. Stevenson,	Bridgeport, Conn.,	November 20, 1889.
Franklin Farrell,	Ansonia, Conn.,	November 20, 1889.
Thomas Wallace,	Ansonia, Conn.,	November 20, 1889.
Edward N. Shelton,	Birmingham, Conn.,	November 20, 1889.
William E. Downs,	Birmingham, Conn.,	November 20, 1889.
Samuel E. Merwin,	New Haven, Conn.,	November 20, 1889.
N. D. Sperry,	New Haven, Conn.,	November 20, 1889.
John L. Macaulay,	New York City,	November 20, 1889.
Wm. H. Starbuck,	New York City,	November 20, 1889.
J. A. Bostwick,	New York City,	November 20, 1889.
Henry Hentz,	New York City,	November 20, 1889.
E. V. Cary,	New York City,	November 20, 1889.
M. E. Stone,	New York City,	November 20, 1889.

Total number of stockholders at date of last election? 188.

Date of last meeting of stockholders for election of directors? November 21, 1888.

Post-office address of general office? New Haven, Conn.

Post-office address of operating office? New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Wm. H. Stevenson,	Bridgeport, Conn.
Secretary,	A. H. Kellam,	New Haven, Conn.
Treasurer,	Chas. Atwater,	New Haven, Conn.
Assistant Treasurer,	A. C. Heitmann,	New Haven, Conn.
General Solicitor, Attorney or Counsel,	Simeon E. Baldwin,	New Haven, Conn.
Auditor,	A. C. Heitmann,	New Haven, Conn.
General Freight Agent,	H. C. Coggswell,	Bridgeport, Conn.
Asst. Gen'l Freight Agent,	C. P. Van Alstyne,	Bridgeport, Conn.
General Passenger Agent,	A. W. Perrin,	Bridgeport, Conn.
Superintendent,	J. P. Hopson,	New Haven, Conn.

Property Operated.

Name of every Railroad the operations of which are included in the Income Account (page 209).

Name.	From—	To—	Miles of Line for each Road Operated.	Miles of Line for each class of Roads Named.
New Haven & Derby R. R.,	New Haven	Ansonia,	13.	13.
New Haven & Derby Extension,	Derby	Huntington,	3.79	3.79
Total, ...	.....	.....	16.79	16.79

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$700,000	$447,000.00	$30.00	$27.00	.....	.....

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash: Common, ...	4,470	$447,000.00

$700,000.00 Capital Stock authorized by Charter.
457,000.00 Capital Stock authorized by Stockholders.
10,000.00 Capital Stock not subscribed.

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	Feb., '70	1900	$225,000.00	$225,000.00	$225,000.00	$225,000.00
Consolidat'd Mortgage,	May, '88	1918	800,000.00	575,000.00	575,000.00	575,000.00
Mortgage Certificates,	Feb., '88	1900	480,000.00	480,000.00	480,000.00	480,000.00
R'l Est'te Cert.	Feb., '88	1900	225,000.00	225,000.00	225,000.00	225,000.00
J. A. Bostwick	Feb., '88	.....	72,620.88	72,620.88	72,620.88	72,620.88
Total, .	.....	.....	$1,802,620.88	1,577,620.88	1,577,620.88	1,577,620.88

Rate of Interest.	Interest—When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.,	February and August,	$15,750.00	$16,065.00
5 per cent.,	March and November,	8,412.29	14,250.00
6 per cent.,	February and August,	26,400 00	14,400.00
6 per cent.,	February and August,	12,375.00	6,750.00
6 per cent.,	February and August,	1,077.71	.....
Total, . .	.....	$64,015.00	$51,465.00

$300,000.00 bonds of the company came due and were paid May, 1888, there being issued in lieu thereof $300,000.00 Consolidated Mortgage Bonds (see p. 212).

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds (p. 207),	*$1,577,620.88	$1,577,620.88	$64,015.99	$51,465.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1889.	
Cash, ...	$7,735.00	Audited Vouchers and Accounts, . . .	$29,209.26
Due from Agents, .	10,135.01	Net Traffic Balances due to other companies, .	46,599.70
Due from solvent companies and individuals,	47,161.92	Matured Interest Coupons Unpaid (including Coupons due July 1), . . .	665.00
Other Cash Assets:*			
Balance—Current Liabilities, ...	11,442.03		
Total, . . .	$76,473.96	Total, ...	$76,473.96

* Materials and Supplies on hand, $9,799.80. [*See General Balance Sheet, page* 212.]

Recapitulation.

A. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . (p. 206),	$447,000.00	$447,000.00	16.79	$26,622.99
Bonds (p. 207), .	1,577,620.88	1,577,620.88	.....	93,961.93
Total, . .	$2,024,620.88	$2,024,620.88	16.79	$120,584.92

B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account (page 209):

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road.	
					Miles.	Amount.
New Haven & Derby R R., $	447,000.00	1,577,620.88	11,442.03	2,036,062.91	16.79	121,266.40

Permanent Improvements for the Year.

Item.	Expenditures not included in Operating Expenses.
Construction:	
Right of Way, ...	$19,188.67
Other Real Estate, ...	297,620.88
Fences, ...	101.49
Grading, and Bridge and Culvert Masonry, ...	47,800.42
Bridges and Trestles, ...	3,693.82
Rails, ...	27,990.23
Ties, ...	19,035.38
Other Superstructure, ...	28,239.17
Buildings, Furniture, and Fixtures, ...	16,832.34
Shop Machinery and Tools, ...	10,080.95
Engineering Expenses, ...	12,456.46
Interest during Construction, ...	2,273.71
Discount on Securities Sold for Construction, ...	27,500.00
Legal Expenses, ...	10,954.72
Terminal Facilities and Elevators, ...	5,545.00
Road built by contract, ...	55,007.76
Other Items, ...	4,019.08
Total Construction, ...	$588,340.08
Equipment:	
Locomotives, ...	19,676.31
Grand Total Construction and Equipment, ...	$608,016.39

A special distribution of construction and equipment was kept previous to June 30, 1888.

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost per Mile.
Construction:				
Right of Way,	.....	$19,188.67	.....	$1,128 75
Other Real Estate,	.....	297,620.88	.....	17,507.12
Fences,	.....	101.49	.....	5.97
Grading, and Bridge and Culvert Masonry,	.....	47,800.42	.....	2,811 79
Bridges and Trestles,	.....	3,693.82	.....	217.28
Rails,	.....	27,990.23	.....	1,646.48
Ties,	.....	19,035.38	.....	1,119.73
Other Superstructure,	.....	28,239.17	.....	1,661.13
Buildings, Furniture and Fixtures,	.....	16,832.34	.....	990.14
Shop Machinery and Tools,	.....	10,080.95	.....	593 00
Engineering Expenses,	.....	12,456 46	.....	732.73
Interest during Construction,	.....	2,273.71	.....	133.75
Discount on Securities Sold for Construction,	.....	27,500.00	.....	1,617.65
Legal Expenses,	.....	10,954.72	.....	644.39
Terminal Facilities and Elevators,	.....	5,545.00	.....	326 17
Road built by contract,	.....	55,007.76	.....	3,235.75
Other Items,	.....	4,019.08	.....	236.42
Total charged to Construction to June 30, 1888,	$1,267,951.90	.....	.....	75,585.40
Total Construction,	$1,267,951.90	$588,340.08	$1,856,291.98	$109,193 65
Equipment:				
Locomotives,	.....	19,676.31	.....	1,157.43
Total charged to Equipment to June 30, 1888,	$180,999.31	.....	.....	10,647.03
Total Equipment,	$180,999.31	$19,676.31	$200,675.62	$11,804.45
Grand Total Cost Construction,	$1,448,951.21	$608,016.39	$2,056,967.60	$120,998.10

Income Account.

Gross Earnings from Operation (page 210),	$185,925.12	
Less Operating Expenses (page 211),	112,609.86	
Income from Operation,		$73,315.26
Deductions from Income:		
Interest on Funded Debt accrued (page 207),	$64,015.00	
Rentals, including Tracks, Yards, and Terminals (page 211),	2,800.00	
Taxes,	16,167.50	
Total Deductions from Income,		82,982.50
Deficit from Operations of year ending June 30, 1889,		$9,667.24
Surplus on June 30, 1888,		56,725.44
Surplus on June 30, 1889,		$47,057.20

Earnings from Operation.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Total Passenger Revenue,	.....	$90,106.45
Mail,	.....	734.96
Express,	.....	2,666.34
Total Passenger Earnings,	.....	$93,507.75
Total Freight Earnings,	.....	88,789.69
Total Passenger and Freight Earnings,	.....	$182,297.44
Other earnings from Operation:		
Hoisting, Wharfage, etc.,	$3,627.68	.....
Total Other Earnings,		3,627.68
Total Gross Earnings from Operation,	.....	$185,925.12

By our system of book-keeping all repayments and deductions on account of Passengers and Freight are made direct, and no separate account is kept of these items.

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structure:			
Repairs of Roadway,	$4,556.31	$4,556.32	$9,112.63
Renewals of Ties,	119.55	119.55	239.10
Repairs of Bridges and Culverts,	4,137.13	4,137.12	8,274.25
Repairs of Fences, Road crossing, Signs, and Cattle Guards,	267.32	267.31	534.63
Repairs of Buildings,	128.36	128.36	256.72
Repairs of Docks and Wharves,	15.66	15.66	31.32
Total,	$9,224.33	$9,224.32	$18,448.65
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	1,776.57	1,776.57	3,553.14
Repairs and renewals of Passenger Cars,	3,127.42	.....	3,127.42
Repairs and renewals of Freight Cars,	.....	2,893.30	2,893.30
Total,	$4,903.99	$4,669.87	$9,573.86

Operating Expenses.—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen,	$4,625.00	$4,625.00	$9,250.00
Fuel for Locomotives,	6,881.53	6,881.53	13,763.06
Water-supply for Locomotives,	202.50	202.50	405.00
All other supplies for Locomotives, O. & W.,	965.67	965.68	1,931.35
Wages of other Trainmen,	6,925.00	6,925.00	13,850.00
All other train supplies,	146.46	146.45	292.91
Wages of Switchmen, Flagmen, and Watchmen,	1,775.00	1,775.00	3,550.00
Wages of Station Agents, Clerks, and Laborers,	10,452.99	10,453.00	20,905.99
Station supplies,	793.58	793.57	1,587.15
Car Mileage—Balance,	.....	2,612.89	2,612.89
Loss and Damage,	.....	603.56	603.56
Injuries to persons,	187.43	187.42	374.85
Other expenses,	475.07	475.07	950.14
Total,	$33,430.23	$36,646.67	$70,076.90
General Expenses:			
Salaries of Officers, } Salaries of Clerks, }	2,615.77	2,615.76	5,231.53
Advertising,	191.18	191.19	382.37
Insurance,	412.50	412.50	825.00
Rentals not otherwise provided for,	1,580.16	1,580.17	3,160.33
Legal Expenses,	814.61	814.60	1,629.21
Stationery and Printing,	889.82	889.82	1,779.64
Other General Expenses,	751.19	751.18	1,502.37
Total,	$7,255.23	$7,255.22	$14,510.45
Recapitulation of Expenses:			
Maintenance of Way and Structures,	9,224.33	9,224.32	18,448.65
Maintenance of Equipment,	4,903 99	4,669.87	9,573.86
Conducting Transportation,	33,430.23	36,646.67	70,076.90
General Expenses,	7,255.23	7,255.22	14,510.45
Grand Total,	$54,813.78	$57,796.08	$112,609.86

Percentage of operating expenses to earnings, 60.56.

Rents Paid for Lease of Other Property.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
Tracks: To Water-front,	New Haven.	N. Y., N. H. & H. R. R.	$2,800.00

General Balance Sheet.

Dr		Cr.	
Cost of Road (p. 209),	$1,856,291.98	Capital Stock (p. 206),	$447,000.00
Cost of Equipment (p. 209),	200,675.62	Funded Debt (p. 207),	1,577,620.88
Other Assets:		Current Liabilities (p. 207),	11,442.03
Materials and Supplies,	9,799.80	Profit and Loss,	30,704.49
Total,	$2,066,767.40	Total,	$2,066,767.40

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Operation (p. 209),	$73,315.26	Interest on Funded Debt paid (p. 207),	$51,465.00
Sale of Bonds (p. 212),	1,127,620.88	Rentals (p. 211),	2,800.00
		Taxes (p. 209),	16,167.50
		Construction of New Road (p. 208),*	290,719.20
		Other Permanent Investments (p. 208),†	297,620.88
		Additional Equipm't† (p. 208),	19,676.31
		Reduction of Funded Debt (p. 212),	300,000.00
		Decrease in Current Liabilities,	222,248.75
Total,	$1,200,936.14	Total,	$1,200,936.14

* Exclusive of Discount on Bonds sold for Construction.

† Not charged to Operating Expenses.

Important Changes During the Year.

There was built and put into operation during the year an extension from Derby to Huntington, 3.79 miles, connecting at that point with an extension of the Housatonic Railroad.

An issue was authorized of $800,000 Consolidated Mortgage Bonds due May, 1918. $300,000 was applied to the retiring of the First Mortgage Bonds due May, 1888, at par. $225,000 are reserved for the purpose of retiring the $225,000 7 per cent. Bonds due 1910, and the balance of $275,000 was issued for the purpose of Construction of New Road, Rolling Stock, Betterments, etc.

Four hundred and eighty thousand dollars Mortgage Certificates were issued May 1, 1888, for accrued interest on $225,000 Guaranteed Bonds, and for notes (and interest) held by the City of New Haven, given by the New Haven & Derby Railroad Company, the same being in the hands of Luzon B. Morris, Samuel E. Merwin, and E. G. Stoddard, Trustees.

Contracts, Agreements, etc.

General Post Office Department, $884.96.

Proportion of Through Rate:
Red Line Transit Co.
White Line Central Transit Co.
Blue Line.
Merchants Despatch Transportation Co.
Canada Southern Line.
Western Transit Co.

Proportion of Through Rate—(*Con'd*):
Midland Line.
Milwaukee & Michigan Line.
N. Y., N. H. & H. R. R. Co.
Housatonic R. R. Co.
Starin's Transportation Line.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From—	To—	Miles			
First Mortgage, $225,000.00 Consolidated Mortgage, 575,000.00 Mortgage Certificate, 480,000.00 Real Estate, 225,000.00 J. A. Bostwick, 72,620.88	New Haven, Derby,	Ansonia. Huntington.	....	....	All equipment of the Co.	.... R'l estate at New Haven & Shelton, Conn.
Total, $1,577,620.88	.....	.....	16.79	93,961.93	.....	.....

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	5	$5,950.00	.....
Station Agents,	5	3,480.00	$2.22
Other Station men,	24	11,997.29	1.59
Enginemen,	8	6,480.00	2.59
Firemen,	11	6,602.88	1.92
Conductors,	7	6,012.73	2.74
Other Trainmen,	20	11,008.24	1.76
Machinists,	2	1,799.75	2.87
Carpenters,	4	2,817.00	2.25
Other Shopmen,	6	4,022 00	2.15
Section Foremen,	5	3,064.27	1.96
Other Trackmen,	34	15,963.00	1.50
Switchmen, Flagmen, and Watchmen,	8	3,500.00	1.39
All other Employees and Laborers,	10	4,278.71	1.36
Total,	144	$86,975.87	.....
Distribution of Above:			
General Administration,	.....	5,950.00	06.84
Maintenance of Way and Structures,	.....	19,027.27	21.88
Maintenance of Equipment,	.....	8,638.75	09.93
Conducting Transportation,	.....	53,359 85	61.35
Total,	.....	$86,975.87	100.00

Passenger, Freight, and Train Mileage.

Item.	Column for Tonage, Number Passeng'rs, number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	325,744			
Number of passengers carried one mile,	2,469,140			
Average distance carried,	7.58			
Total passenger revenue,		90,106	45	
Average amount received from each passenger,			27	120
Average receipts per passenger per mile,			03	580
Estimated cost of carrying each passenger one mile,			01	680
Passenger earnings per mile of road,		5,300	38	
Passenger earnings per train-mile,			8	690
Freight Traffic:				
Number of tons carried of freight earning revenue,	115,941			
Number of tons carried one mile,	1,333,320			
Average distance haul of one ton,	1.150			
Total freight revenue,		88,789	69	
Average amount received for each ton of freight,			76	600
Average receipts per ton per mile,			04	500
Estimated cost of carrrying one ton one mile,			04	335
Freight earnings per mile of road,		5,222	92	
Freight earnings per train-mile,		1	80	071
Passenger and Freight:				
Passenger and freight earnings,		178,896	14	
Passenger and freight earnings per mile of road,		10,523	30	
Expense per mile of road,		6,624	11	
Total earnings per mile of road (including Mails, Express, etc.),		10,732	20	
Number of passenger trains,	4,848			
Number of freight trains,	1,252			
Number of mixed trains,				
Train Mileage:				
Miles run by passenger trains,	59,777			
Miles run by freight trains,	49,132			
Miles run by mixed trains,	19,532			
Total Mileage of trains earning revenue,	128,441			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and Other Carriers. Whole Tons.	Total Freight Tonnage. Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	105	4,088	4,193	03.63
Flour,	315	8,177	8,492	07.32
Hay,	355	1,358	1,713	01.48
Tobacco,	.....	210	210	00.19
Cotton,	.....	294	294	00.26
Fruit and Vegetables,	373	410	783	00.67
Not specified,	187	205	392	00.33
Products of Animals:				
Live Stock,	378	322	700	00.61
Dressed Meats,	93	3,004	3,097	02.67
Other Packing-house Products,	47	1,451	1,498	01.27
Poultry, Game, and Fish,	.....	1,227	1,227	01.06
Wool,	.....	56	56	00.05
Hides and Leather,	50	.....	50	00.04
Milk,	532	378	910	00.79
Products of Mines:				
Anthracite Coal,	.....	5,857	5,857	05.05
Bituminous Coal,	.....	11,703	11,703	10.11
Stone, Sand, and other like articles,	.....	13,150	13,150	11.35
Products of Forest:				
Lumber,	8,302	5,752	14,054	12.13
Wood Pulp,	378	2,268	2,646	02.27
Manufactures:				
Petroleum and other Oils,	76	644	720	00.62
Sugar,	.....	448	448	00.31
Paper,	1,008	84	1,092	00.95
Iron, Pig and Bloom,	1,470	2,674	4,144	03.58
Acid,	574	.....	574	00.50
Other Castings and Machinery,	1,092	70	1,162	01.00
Bar and Sheet Metal, and Copper Wire,	6,146	.....	6,146	05.32
Cement, Brick, and Lime,	4,634	2,296	6,930	05.98
Agricultural Implements,	440	280	720	00.62
Fire Arms,	1,050	.....	1,050	00.91
Wines, Liquors, and Beers,	1,428	2,184	3,612	03.12
Household Goods and Furniture,	210	336	546	00.47
Musical Instruments,	336	.....	336	00.29
Merchandise,	864	602	1,466	01.27
Miscellaneous:				
Other commodities not mentioned above,	10,192	5,778	15,970	13.78
Total Tonnage,	40,635	75,306	115,941	100.00

Description of Equipment.

Item.	Number Added During Year.	Total Number at end of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger,	1	7	7	Westinghouse,	7	.....
Freight,	1	2	2	Westinghouse,	2	.....
Total,	2	9	9	.....	9	.....
Cars in Passenger Service:						
First-class Passenger Cars,	.....	8	8	Westinghouse,	8	Miller.
Combination Passenger Cars,	.....	1	1	Westinghouse,	1	Miller.
Baggage, Express, and Postal Cars,	.....	3	3	.....	3	.....
Total,	.....	12	12	.....	12	.....
Cars in Freight Service:						
Box Cars,	.....	16	....	.....	....	.....
Flat Cars,	.....	57	....	.....	....	.....
Total,	.....	73	....	.....	....	.....
Total Owned,	.....	85	....	.....	....	.....

Mileage.

a Mileage of road operated.

Line in Use.	Main Line Owned.	New Line Constructed during Year.	Steel Rails.
Miles of single track,	16.79	3.79	5.96
Miles of yard track, sidings, and spurs,	3.21	.....	.....
Total mileage operated (all tracks),	20.00	3.79	5.96

b Mileage of line by States and Territories. I. Mileage operated by road making this report.

State or Territory.	Main Line Owned.	New Line Constructed during Year.	Total Mileage Excluding Trackage Rights.	Steel Rails.
Connecticut (single track),	16.79	3.79	20.00	5.96

II. Mileage owned by road making this report.

State or Territory.	Main Line Owned.	New Line Constructed during Year.
Connecticut (single track), ...	16.79	3.79

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Average Price per Ton at Distributing Point.
Steel, ...	596	$32.75

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut and Oak, ...	42,300	.40

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Soft Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger, . . .	2,403	36	2,439	59,777	24.33
Freight, . . .	1,977	27	2,004	49,132	
Mixed, ...	820	15	835	19,532	
Total, . . .	5,200	78	5,278	128,441	.....
Average Cost at Distributing Point,	$3.35	$3.00	.....	.....	.....

Accident to Persons.

Kind of Accident.	Trainmen Killed.	Trainmen Injured.	Trespassers Killed.
Coupling and Uncoupling, . . .	1	.	..
Overhead Obstructions, ...	..	2	..
Collisions, ...	..	..	1

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Shelton	Huntington,	3.79	11	1.23	2.56

PROFILE.

Length of Level Line. Miles.	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
2.46	1	16	1.33	....	.....	.....

Questions for General Information.

2. What Station-houses, Stock Yards, or other Terminal Facilities, does this Road use for which it pays a Rental? Name the parties to whom such property belongs.

Tracks at New Haven belonging to New York, New Haven & Hartford Railroad Co.

Station-house at Ansonia belonging to New York, New Haven & Hartford Railroad Co.

3. Name all the Associations to which this Road is a party, whose object is the Regulation or Control of Passenger or Freight Traffic.

American Association of General Passenger and Ticket Agents.

New England General Ticket and Passenger Agents' Association.

New England General Freight Agents' Association.

4. Name all Companies, commonly called Fast Freight Lines, of which this Road is a member, or which operate over the line of this Road.

Red Line Transit Co.
White Line Central Transit Co.
Blue Line.
Merchants Despatch Transport'n Co.
Canada Southern Line.
Western Transit Co.
Midland Line.
Milwaukee & Michigan Line.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

We, the undersigned, W. H. Stevenson, President, and Adrian C. Heitmann, Auditor, of the New Haven & Derby Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

W. H. STEVENSON,
President.

ADRIAN C. HEITMANN,
Auditor.

Subscribed and sworn to before me, this 30th day of October, 1889.

HOWARD G. HUBBELL,
Notary Public.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Name of common carrier making this report? The New Haven & Northampton Company.

Date of organization? May, 1836.

Under laws of what Government, State, or Territory organized? State of Connecticut and Commonwealth of Massachusetts.

If a consolidated company, name the constituent companies? The Hampshire & Hampden Canal Corporation of Massachusetts; Farmington Canal Company of Connecticut; New Haven & Northampton Company of Massachusetts and Connecticut; Northampton & Westfield Railroad Company, and Hampden Railroad Company, merged as the Hampshire & Hampden Railroad Company of Massachusetts.

The New Haven & Northampton Company, Farmington Valley Railroad Company of Connecticut, and Hampshire & Hampden Railroad Company of Massachusetts, merged as The New Haven & Northampton Company.

Date and authority for each consolidation? See Private Laws of Connecticut, vol. 1, p. 308; vol. 4, pp. 982, 983, 984, 985; vol. 5, pp. 460, 724.

Special Laws of Connecticut, vol. 6, pp. 217, 733; vol. 7, pp. 267, 871, 987; vol. 8, pp. 296, 419, 420.

Massachusetts Special Acts, vol. 7, pp. 675, 691; vol. 9, pp. 546, 561, 720, 767, 773; vol. 10, p. 552; vol. 11, p. 286; vol. 12, pp. 25, 736; vol. 13, p. 484.

Massachusetts Laws, 1879, ch. 99; 1880, ch. 26; 1881, ch. 49.

What carrier operates the road of this company? Leased to and operated by The New York, New Haven & Hartford R. R. Co.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Charles N. Yeamans,	New Haven, Conn.,	January 1, 1890.
George J. Brush,	New Haven, Conn.,	January 1, 1890.
Daniel Trowbridge,	New Haven, Conn.,	January 1, 1890.
Horatio G. Knight,	Easthampton, Mass.,	January 1, 1890.
George H. Watrous (died July 7, 1889).		
Charles M. Pond,	Hartford, Conn.,	January 1, 1890.
Ezekiel H. Trowbridge,	New Haven, Conn.,	January 1, 1890.
Edward M. Reed,	New Haven, Conn.,	January 1, 1890.
Charles P. Clark,	New Haven, Conn.,	January 1, 1890.

Total number of stockholders at date of last election? 224.

Date of last meeting of stockholders for election of directors? January 2, 1889.

Post-office address of general and operating office? New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Charles N. Yeamans,	New Haven, Conn.
Sec'y and Treas.,	Edward A. Ray,	New Haven, Conn.
Div. Supt.,	Charles N. Yeamans,	New Haven, Conn.

Property Operated.

Leased to and operated by The New York, New Haven & Hartford Railroad Company.

Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 224)?

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
New Haven & Northampton.	New Haven	Conway Jnc.	Leased to and operated by the New York, New Haven & Hartford R. R. Co.	Lease for 99 years.	94.64
Collinsville Branch.	Farmington	N. Hartford.			14.09
Williamsburg Branch.	No'hampton	Williamsb'g.			7.51
Turner's Falls Branch.	So. Deerfield	Turner's Falls.			10.07
				Total, -	126.31

Contract existing between this Road and the Company by which it is operated?

Leased to The New York, New Haven & Hartford Railroad Company, for 99 years, from and after April 1, 1887, at one per cent. upon

its capital stock for first three years, two per cent. for second three years, three per cent. for third three years, and four per cent. thereafter, and interest on bonds issued or guaranteed by lessor; also all taxes, rates, etc., imposed or assessed.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$5,000,000	$2,460,000.00	$75.00	$75.00	Two of ½ of 1 per ct.	$24,600.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash (approximate):		
Common, ...	18,820	$1,882,000.00
Issued for construction:		
Common, ...	5,780	578,000.00
Total, ...	24,600	$2,460,000.00

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	1869	1899	.....	$1,300,000	$1,300,000	.....
Mort. & Sinking Fund,	1879	1909	.....	1,200,000	1,200,000	.....
Northern Extension,	1881	1911	.....	700,000	700,000	.....
Convertible,	1886	1896	.....	700,000	700,000	.....
Total,	....	....	.....	$3,900,000	$3,900,000	.....
1st Mort.,*	1861	1891	.....	$200,000	$200,000	.....
Supplem'tal,*	1878	1898	.....	60,000	60,000	.....

* Holyoke & Westfield Railroad Company's bonds, guaranteed by The New Haven & Northampton Company, The New Haven & Northampton Company paying the interest as partial rental for the Holyoke & Westfield Railroad.

Funded Debt.— *Continued.*

Rate of Interest.	Interest — When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.	January and July.	$91,000.00	$91,000.00
6 per cent.	April and October.	72,000.00	72,000.00
5 per cent.	April and October.	35,000.00	35,000.00
5 per cent.	January and July.	35,000.00	35,000.00
.....	....	$233,000.00	$233,000.00
7 per cent.	.....	$14,000.00	$14,000.00
6 per cent.	.....	3,600.00	3,600.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, . .	$3,900,000.00	$3,900,000.00	$233,000.00	$233,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash, ...	$299.09	Wages and Salaries, .	$50.00
		Cash Assets, . . .	249.09
Total, . .	$299.09	Total, ...	$299.09

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amt. Outstanding.
Capital Stock (p. 222), ...	$2,460,000.00
Bonds (p. 222), ...	3,900,000.00
Total, ...	$6,360,000.00

Cost of Road and Equipment.

Item.		Total Cost to June 30, 1888.
Construction:		
Right of Way,		$548,131.12
Other Real Estate,		
Fences,		
Grading, and Bridge and Culvert Masonry,		1,964,441.10
Bridges and Trestles,		261,034.73
Rails,		1,408,730.21
Ties,		
Other Superstructure,		
Buildings, Furniture, and Fixtures,		211,280.06
Shop Machinery and Tools,		62,175.41
Engineering Expenses,		114,778.39
Interest during Construction,		291,124.30
Wharfing, etc.,		119,309.56
Sidings and Yard Extensions,		213,649.75
Terminal Facilities and Elevators,		
Purchase of constructed Road,		536,932.00
Total Construction,		$5,731,586.62
Equipment:		
Locomotives,		317,419.96
Passenger Cars,		130,405.59
Sleeping, Parlor, and Dining Cars,		
Baggage, Express, and Postal Cars,		
Combination Cars,		
Freight Cars,		392,351.51
Other Cars of all Classes,		
Steam Excavator,	$8,000.00	10,253.56
Snow Plow,	2,253.56	
Total Equipment,		$850,430.62
Grand Total Cost Construction and Equipment,		$6,582,017.24

Income Account.

Income from Lease of Road:		
For Dividend on Stock,	$24,600.00	
Interest on Bonds,	233,000.00	
Dividends on Stocks owned (p. 225),	650.00	
Total Income,		$258,250.00
Deductions from Income:		
Salaries and Maintenance of Organization,	$355.18	
Interest on Funded Debt Accrued (p. 223),	233,000.00	
Total Deductions from Income,		233,355.18
Net Income,		$24,894.82
Dividends, 1 per cent., Common Stock,	$24,600.00	
Total,		24,600.00
Surplus from Operations of Year ending June 30, 1889,		$294.82
Surplus on June 30, 1888,		4.27
Surplus on June 30, 1889,		$299.09

Stocks Owned.

Name.	Total Par Value.	Rate per cent.	Income or Dividend Received.
Holyoke & Westfield Railroad Company, .	$20,000.00	....	$600.00
Southington Water Company, . . .	1,000.00	....	50.00
Total, ...	$21,000.00	....	$650.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 224),	$5,731,586.62	Capital Stock (p. 222),	$2,460.000.00
Cost of Equipment (p. 224),	850,430.62	Funded Debt (p. 222),	3,900,000.00
Stocks of other Companies owned (p. 225),	21,000.00	Current Liabilities,	50.00
Cash and Cur. Assets (p. 225),	299.09	Profit and Loss, . .	385,766.33
Sinking Fund,	142,500.00		
Total, . .	$6,745,816.33	Total, . . .	$6,745,816.33

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Lease of Road (p. 224),	$257,600.00	Interest on Funded Debt paid (p. 223), . .	$233,000.00
From other Sources (p. 224),	650.00	Other Charges against Net Income, . . .	355.18
Cash on hand, . .	4.27	Dividends (p. 224), .	24,600.00
		Cash on hand, . .	299.09
Total, . . .	$258,254.27	Total, . .	$258,254.27

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From—	To—	Miles.		
1st Mortgage, 7s.	New Haven	Northampton.	76 00	$25,334.43	Terminal property, New Haven, and all Equipment on Road.
	Farmington	New Hartford.	14.09		
Consol. Sink'g Fund, 6s.	2d Mortgage on above, and 1st Northampton	Williamsburg.	7.51		
Northern Extension, 5s.	Northampton	Conway Junction.	18.31		
	South Deerfield	Turner's Falls.	10.07		

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.
General Officers, ...	2	$500.00

Mileage.

Line in Use.	Main Line Owned.	Branch Line Owned.
Miles of single track, ...	94.64	31.67
Miles of yard track, sidings, and spurs, . .	42.71	.....
Total Mileage Operated (all tracks), .	117.35	31.67
Total Mileage Owned (single track), .	126.31	.....

Characteristics of Road. — *Continued.*

Bridges — Number Stone, ...	51
Number Iron, ...	82
Number Wooden, ...	8
Trestles — Number, ...	5
Aggregate Length in feet, ...	1,012
Gauge of Track, ...	4 ft., 8½ in.
Telegraph — Owned and operated by Western Union Telegraph Co.,	136.63 m.

State of Connecticut, }
County of New Haven, } ss.

We, the undersigned, Charles N. Yeamans, President, and Edward A. Ray, Treasurer, of the New Haven & Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHAS. N. YEAMANS, *President.*
EDWARD A. RAY, *Treasurer.*

Subscribed and sworn to before me, this 11th day of September, 1889.

A. S. May, *Notary Public.*

NEW LONDON NORTHERN R. R. CO.

History.

Name of common carrier making this report? New London Northern R. R. Co.

Date of organization? May 31, 1860.

Under laws of what Government, State, or Territory organized? Massachusetts and Connecticut.

What carrier operates the road of this company? Central Vermont R. R. Co.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
Robert Coit,	New London, Conn.,	February, 1890.
Benjamin Stark,	New London, Conn.,	February, 1890.
Augustus Brandegee,	New London, Conn.,	February, 1890.
Jonathan N. Harris,	New London, Conn.,	February, 1890.
C. A. Williams,	New London, Conn.,	February, 1890.
Thomas Ramsdell,	Windham, Conn.,	February, 1890.
C. H. Osgood,	Norwich, Conn.,	February, 1890.
James A. Rumrill,	Springfield, Mass.,	February, 1890.
Thomas B. Eaton,	Worcester, Mass.,	February, 1890.

Total number of stockholders at date of last election? 337.

Date of last meeting of stockholders for election of directors? February 6, 1889.

Post-office address of general office? New London, Conn.

Post-office address of operating office? St. Albans, Vt.

Officers.

Title.	Name.	Location of Office.
President,	Robert Coit,	New London, Conn.
Secretary,	J. A. Southard,	New London, Conn.
Treasurer,	Robert Coit,	New London, Conn.
Gen'l Sol. At. or C'l,	Augustus Brandegee,	New London, Conn.

OFFICERS OF LESSEES.

Auditor,	E. G. Lucas,	St. Albans, Vt.
Gen. Manager,	J. W. Hobart,	St. Albans, Vt.
Gen. Freight Agent,	C. F. Spaulding,	New London, Conn.
Gen. Pass. Agent, Gen. Ticket Agt.,	S. W. Cummings,	St. Albans, Vt.
Superintendent,	C. F. Spaulding,	New London, Conn.

Property Operated.

Name of every railroad the operations of which are included in the income account (p. 231)?

Name.	From—	To—	Miles of Line for Each Road named.	Miles of Line for Each Class of Roads named.
New London Northern, . . .	New London	Miller's Falls,	100.00	. . . .
" "	Miller's Falls	Brattleboro,	21.00	121 00
Total, ...	. . . .	. . . .	121.00	121.00

Property Leased or Otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 231)?

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
New London Northern,	New London, Ct.,	Brattleboro, Vt.,	Central Vermont Railroad,	Lease.	121.
Brattleboro & Whitehall,	Brattleboro	So. Londonderry,	" " "	"	36.
Total, ...	. . . .	. . . .	. . . .	. . . .	157.

Contract existing between this Road and the Company by which it is operated?

Leased to Central Vermont Railroad Company for twenty years, from December 1, 1871, at a rental of $155,000 per annum, for 100 miles, New London to Miller's Falls; $39,000 for 21 miles, Miller's Falls to Brattleboro, and interest on advances by lessors for permanent improvements, and $12,000 per annum for Brattleboro & Whitehall Railroad.

Capital Stock (Company's Account).

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$2,000,000.00	$1,500,000.00	125	$125.00	7 p. ct.	$105,000.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash:		
Common,	.....	$340,673.33
Issued for bonds,	15,000	1,102,660.00
Issued for stock of Amherst, Belchertown & Palmer R. R.,	.....	56,666.67
Total,	15,000	$1,500,000.00

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
2d Mortgage,	1872,	1892,	$500,000.00	$387,500.00	$387,500.00	$389,600.00
Consolidated,	1880,	1910,	1,500,000.00	812,000.00	812,000.00	847,066.65
" "	1885,	1910,		300,000.00	300,000.00	304,530.00
Total, $	....	....	2,000,000.00	1,499,500.00	1,499,500.00	1,541,196.65

Rate of Interest.	Interest—When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.,	June and December,	$27,125.00	$27,125.00
5 "	January and July,	40,600.00	40,600.00
4 "	" "	12,000.00	12,000.00
Total,	.....	$79,725.00	$79,725.00

Recapitulation of Funded Debt (Company's Account).

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds (p. 229),	$1,499,500.00	$1,499,500.00	$79,725.00	$79,725.00

Current Assets and Liabilities (Company's Account).

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1889.	
Cash,	$48,275.20	Loans and Bills Payable,	$135,000.00
Due from solvent companies and individuals,	148,996.55	Audited Vouchers and Accounts,	145.62
		Dividends not called for,	1,247.00
		Matured Interest Coupons Unpaid,	5,064.34
		Balance — Cash Assets,	55,814.79
Total,	$197,271.75	Total,	$197,271.75

Recapitulation.

a For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, (p. 229),	$1,500,000.00	$1,500,000.00	121.	$12,396.69
Bonds (p. 229),	1,499,500.00	1,499,500.00	121.	12,392.56
Total,	$2,999,500.00	$2,999,500.00		$24,789.25

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost Per Mile.
Construction,	$2,820,799.28	*$10,215.00	$2,810,584.28	$23,227.97
Equipment,	248,420.44	.....	248,420.44	2,053.06
Total,	$3,069,219.72	$10,215.00	$3,059,004.72	$25,281.03

* Deduct land sold.

Income Account (Lessees' Account).

Gross Earnings from Operation (page 232),	$597,186.67	
Less Operating Expenses (page 233),	379,765.11	
Income from Operation,		$217,421.56
Rent of buildings, tenements, etc.,		$10,417.34
Total Income,		$227,838.90
Deductions from Income:		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	$34,302.22	
Rentals, including Tracks, Yards, and Terminals,	155,500.00	
Taxes, including State,	28,491.82	
Total Deductions from Income,		$218,294.04
Net Income,		$9,544.86
Surplus from Operations of Year ending June 30, 1889,		$9,544.86

Income Account (Company's Account).

Income from Lease of Road,	$240,446.33	
Miscellaneous Income — less Expenses (p. 232),	1,541.16	
Total Income,		$241,987.49
Deductions from Income:		
Salaries and Maintenance of Organization,	$3,449.21	
Interest on Funded Debt accrued (page 229),	79,725.00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	6,383.83	
Taxes,	280.78	
Total Deductions from Income,		$89,838.82
Net Income,		$152,148.67
Dividends, 7 per cent., Common Stock,	105,000.00	
Other payments from Net Income, steel rails, less old iron,	10,019.30	
New bridges to replace those destroyed by fire and freshet,	40,427.48	
New buildings in place of those burned,	15,278.47	
Miscellaneous,	4,216.29	
Total,		$174,941.54
Deficit from operations of Year ending June 30, 1889,		22,792.87
Surplus on June 30, 1888,		459,463.24
Surplus on June 30, 1889,		$436,670.37

Earnings from Operation (Lessees' Account).

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger Revenue,	$220,685 99		
Less Repayments:			
Tickets redeemed,		$83.65	
Excess Fares refunded,		1,720.19	
Total Deductions,		$1,803.84	
Total Passenger Revenue,			$218,882.15
Mail,	12,583.87		
Express,	9,841.82		
Extra Baggage and Storage,	1,411.15		
Other items,	10,417.34		34,254.18
Total Passenger Earnings,			$253,136.33
Freight:			
Freight Revenue,	353,449.82		
Less Repayments:			
Overcharge to shippers,		3,064.07	
Other repayments,		6,335.41	
Total Deductions,		$9,399.48	
Total Freight Earnings,			$344,050.34
Total Pass. and Freight Earnings,			$597,186.67
Total Gross Earn'gs from Operat'n,			$597,186.67

Bonds Owned.

Name.	Total Amount Held.	Rate.
Brattleboro & Whitehall Railroad,	$150,000.00	6 per cent.

Miscellaneous Income (Company's Account).

Item.	Gross Income.	Net Miscellaneous Income.
Rentals and Wharfage,	$1,541.16	$1,541.16

Operating Expenses (Lessees' Account).

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway,	$35,457.60	$25,676.18	$61,133.78
Repairs of Bridges and Culverts,	8,416.37	6,094.60	14,510.97
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	1,812.20	1,312.28	3,124.48
Repairs of Buildings,	3,954.47	2,863.57	6,818.04
Total,	$49,640.64	35,946.63	$85,587.27
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	14,793.37	$10,712.43	25,505.80
Repairs and renewals of Passenger Cars,	6,802.09	.....	6,802.09
Repairs and renewals of Freight Cars,	.....	15,519.38	15,519.38
Shop Machinery, Tools, etc.,	508.26	368 04	876.30
Other Expenses,	89.85	65.05	154.90
Total,	$22,193.57	$26,664.90	$48,858.47
Conducting Transportation:			
Wages of Enginemen, Firemen, and Roundhousemen,	17,726.86	12,836.68	30,563.54
Fuel for Locomotives,	37,508.01	27,160.96	64,668.97
Water-supply for Locomotives,	769.35	557.11	1,326.46
All other supplies for Locomotives,	4,273.99	3,094.95	7,368.94
Wages of other Trainmen,	15,928.74	11,534.59	27,463.33
All other train supplies,	2,474.61	1,791.95	4,266.56
Wages of Switchmen, Flagmen, and Watchmen,	3,675.36	2,661.46	6,336.82
Expense of Telegraph, including Train Dispatchers and Operators,	2,370.88	1,716.84	4,087.72
Wages of Station Agents, Clerks, and Laborers,	32,948.16	23,859.01	56,807.17
Station supplies,	2,498.35	1,774.66	4,273.01
Car Mileage — Balance,	.....	21,418.38	21,418.38
Loss and Damage,	.....	3,129.45	3,129.45
Injuries to persons,	603.56	437.06	1,040.62
Other Expenses,	360.86	261.31	622.17
Total,	$121,138.73	$112,234.41	$233,373.14
General Expenses:			
Salaries of Officers,	2,979.22	2,157.35	5,136.57
General Office Expenses and Supplies,	47.69	34.53	82.22
Agencies, including Salaries and Rent,	561.12	406.32	967.44
Legal Expenses,	332.05	240.45	572.50
Stationery and Printing,	2,240.25	1,622.25	3,862.50
Other General Expenses,	768.50	556.50	1,325.00
Total,	$6,928.83	$5,017.40	11,946.23
Recapitulation of Expenses:			
Maintenance of Way and Structures,	49,640.64	35,946.63	85,587.27
Maintenance of Equipment,	22,193.57	26,664.90	48,858.47
Conducting Transportation,	121,138.73	112,234.41	233,373.14
General Expenses,	6,928.83	5,017.40	11,946.23
Grand Total,	$199,901.77	$179,863.34	$379,765.11

Percentage of operating expenses to earnings, 78, 52, and 63 per cent.

General Balance Sheet (Company's Account).

Dr.		Cr.	
Cost of Road (p. 230),	$2,810,584.28	Capital Stock (p. 229),	$1,500,000.00
Cost of Equipment (p. 230),	248,420.44	Funded Debt (p. 229),	1,499,500.00
Bonds of other Companies owned (p. 232),	150,000.00	Current Liabilities (p. 230),	141,456.96
Other permanent investments (steamboat property),	93,170.00	Profit and Loss,	436,670.37
Cash and Current Assets (p. 230),	197,271.75		
Other Assets: Sundries,	78,180.86		
Total,	$3,577,627.33	Total,	$3,577,627.33

Cash Statement of Financial Operations for the Year (Company's Account).

Resources to Account for.		Resources Accounted for.	
From Lease of Road, (p. 231),	$236,997.12	Interest on Funded Debt paid (page 229),	$79,725.00
From other sources (p. 231),	1,541.16	Other Interest paid,	6,383.83
Increase in Cur. Liabilities,	2,944.37	Taxes (page 231),	280.78
Cash on hand,	2,533.68	Other Charges against Net Income,	69,941.54
Other Assets,	26,100.17	Dividends (page 231),	105,000.00
Sale of Lands,	10,215.00	Cash Assets,	19,000.35
Total,	$280,331.50	Total,	$280,331.50

Contracts, Agreements, Etc.

1. Express Companies — American, $1,800.00. Adams, 40 per cent. of receipts from business over New London Northern Railroad.
2. Mails — United States Government Contract expired June 30, 1889, ... $11,073.01
   Additional from October 12, 1887, to June 30, 1889, 3,839.96
   $14,912.97

Security for Funded Debt (Company's Account).

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
Second Mortgage, . .	New London,	Miller's Falls,	100.	$3,875.00
Consolidated, . . .	" "	Brattleboro,	121.	9,272.73
Second and Consolidated,	" "	Miller's Falls,	100.	13,147.73

Employees and Salaries (Lessees' Account).

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers and Clerks, . . .	6	$5,536.56	....
Station Agents, ...	24	12,755.98	$1.70
Other Station men, ...	200	75,316.26	1.21
Enginemen, ...	31	23,471.51	2.43
Firemen, ...	30	12,499.31	1.32
Conductors, ...	23	13,456.80	1.88
Other Trainmen, ...	49	17,000.50	1.14
Machinists, ...	38	20,927.73	1.78
Carpenters, ...	62	32,103.54	1.66
Other Shopmen, ...	26	8,189.83	1.03
Section Foremen, ...	26	13,845.83	1.71
Other Trackmen, ...	101	32,519.54	1.04
Total, ...	616	$267,623.39	....
Distribution of Above:			
General Administration, . . .	6	5,536.56	....
Maintenance of Way and Structures, .	189	78,468.91	....
Maintenance of Equipment, . . .	64	29,117.56	....
Conducting Transportation, . . .	357	154,500.36	....
Total, ...	616	$267,623.39	....

Passenger, Freight, and Train Mileage (Lessees' Account).

Item.	Column for Tonnage, Number Pass'g'rs, number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	532,780			
Number of passengers carried one mile,	7,943,277			
Average distance carried,	15 miles.			
Total passenger revenue,		218,822	15	
Average amount received from each passenger,			41	
Average receipts per passenger per mile,			02	75
Estimated cost of carrying each passenger one mile,			02	51
Passenger earnings per mile of road,		2,188	82	15
Passenger earnings per train-mile,			78	04
Freight Traffic:				
Number of tons carried of freight earning revenue,	377,996			
Number of tons carried one mile,	23,877,371			
Average distance haul of one ton,	63 miles.			
Total freight revenue,		344,050	34	
Average amount received for each ton of freight,			91	
Average receipts per ton per mile,			01	44
Estimated cost of carrying one ton one mile,			00	75
Freight earnings per mile of road,		3,440	50	34
Freight earnings per train-mile,		1	71	
Passenger and Freight:				
Passenger and freight earnings,		562,932	49	
Passenger and freight earnings per mile of road,		5,629	32	49
Expense per mile of road,		797	65	11
Total earnings per mile of road, including Mails, Express, etc,		5,971	86	67
Number of passenger trains,	24			
Number of freight trains,	9			
Number of mixed trains,	1			
Train Mileage:				
Miles run by passenger trains,	279,002			
Miles run by freight trains,	200,776			
Total mileage trains earning revenue,	479,778			
Miles run by switching trains,	114,508			
Miles run by construction and other trains,	2,470			
Grand Total train mileage,	596,756			
Average number of freight cars in train,	30			
Average number of loaded cars in train,	20			
Average number of empty cars in train,	10			
Average number of tons of freight in train,	140			
Average number of tons of freight in each loaded car,	7			

Description of Equipment.

Item.	Total Number at end of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger,	8	8	Westinghouse,	.....	.....
Freight,	12	3	"	.....	.....
Switching,	4	1	"	.....	.....
Total,	24	12	.....	.....	.....
Cars in Pass. Service:					
First-class Passenger Cars,	16	16	Westinghouse,	16	Miller.
Combination Passenger Cars	9	9	"	9	"
Baggage, Express, and Postal Cars,	3	2	"	3	"
Total,	28	27	.....	28	.....
Cars in Freight Service:					
Box Cars,	115	.....	.....	.....	.....
Flat Cars,	160	.....	.....	.....	.....
Coal Cars,	56	.....	.....	.....	.....
Total,	331	.....	.....	.....	.....
Cars in Company's Service:					
Derrick Cars,	1	.....	.....	.....	.....
Caboose Cars,	8	.....	.....	.....	.....
Other road Cars,	1	.....	.....	.....	.....
Total,	10	.....	.....	.....	.....
Grand total,	369	.....	.....	.....	.....

Mileage.

a Mileage of road operated (by Lessees):

Line in Use.	Main Line Owned.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track,	121.00	121.00	11.00	110
Miles of yard track, sidings, and spurs,	27.32	27.32	27.32	...
Total mileage operated (all tracks),	148.32	148.32	38.32	110

Milage.—*Continued.*

b Mileage of line by States and Territories. 1. Mileage operated by Lessees, whose earnings and expenses are included in this report:

State or Territory.	Line Operated under Lease.	Total Mileage Excluding Trackage Rights.	Iron. Rails.	Steel Rails.
Connecticut, ...	56	56	..	56
Massachusetts, ...	44	44	11	33
Total mileage operated (single track),	100	100	11	89

2. Mileage owned by road making this report:

Connecticut, ...	56
Massachusetts, ...	54
Vermont, ...	11
Total mileage owned (single track), .	121

Renewals of Rails and Ties (Lessees' Account.)

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price Per Ton at Distributing Point.
Steel, Scranton, . . .	505	60 pounds.	$28.50

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Oak and Chestnut, ...	60,468	32.5 cents.

Consumption of Fuel by Locomotives (Lessees' Account).

Locomotives.	Bituminous Coal—Tons.	Hard Wood —Cords.	Total Fuel Consumed —Tons.	Miles Run.	Average Lbs. Consumed Per Mile.
Passenger, ...	7,487	837	8,015	279,002	64
Freight, ...	5,372	600	5,772	200,776	64
Switching, ...	3,093	346	3,324	114,508	70
Construction, ...	325	36	349	2,470	
Total, ...	16,277	1,819	17,490	596,756	66
Average Cost at Distributing Point, ...	3.84	3.28	. . . . .	. . .	. . .

Accidents to Persons (Lessees' Account).

Kind of Accident.	Trainmen Killed.	Employees Injured.
Coupling and Uncoupling, . . .	..	1
Falling from Trains and Engines, .	1	..

Characteristics of Road.

Bridges:	
Number Stone,	2
Number Iron,	22
Number Wooden,	68
	92
Trestles:	
Number,	6
Aggregate Length,	409 feet.
Gauge of Track,	4 feet 8½ inches.
Telegraph:	
Operated by Western Union Telegraph Co.,	121 miles of line.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. } ss.

I, the undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ROBERT COIT,
President and Treasurer.

Subscribed and sworn to before me, this 11th day of September, 1889.

JUSTUS A. SOUTHARD,
Notary Public.

NEW YORK & CONN. AIR LINE RAILWAY CO.

History.

Name of common carrier making this report? New York & Connecticut Air Line Railway Co.

Date of organization? October 22, 1881.

Under laws of what Government, State, or Territory organized? Connecticut.

Organization.

Names of Directors.	Post office Address.	Expiration of Term.
C. B. Adams,	New Haven, Conn.,	3d Friday in Oct., 1889.
T. N. Browne,	New York, N. Y.,	3d Friday in Oct., 1889.
Wm. M. Thayer,	Boston, Mass.,	3d Friday in Oct., 1889.
John L. Macaulay,	New York, N. Y.,	3d Friday in Oct., 1889.
Wm. W. Douglas,	Providence, R. I,	3d Friday in Oct., 1889.
Geo. S. Forbush,	Boston, Mass.,	3d Friday in Oct., 1889.
W. H. Stevenson,	Bridgeport, Conn.,	3d Friday in Oct., 1889.
A. B. Mygatt,	New Milford, Conn.,	3d Friday in Oct., 1889.
E. V. Cary,	New York, N. Y.,	3d Friday in Oct., 1889.
C. B. Coolidge,	Norwalk, Conn.,	3d Friday in Oct., 1889.
J. Belden Hurlbutt,	Norwalk, Conn.,	3d Friday in Oct., 1889.
Geo. R. Cowles,	Norwalk, Conn.,	3d Friday in Oct., 1889.
H. R. Parrott,	Bridgeport, Conn.,	3d Friday in Oct., 1889.

Total number of stockholders at date of last election? 35.

Date of last meeting of stockholders for election of directors? October 19, 1888.

Give post-office address of general and operating office? Norwalk, Conn.

Officers.

Title.	Name.	Location of Office.
President,	C. B. Adams,	New Haven, Conn.
Secretary,	T. N. Browne,	15 Broad St., New York.
Treasurer,	C. V. Sidell,	146 Broadway, New York.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	$100.00	$6,000,000.00	$210,100.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash:		
Common, ...	1,365	$136,500.00
Issued for Stock of N. Y. & Boston Rapid Transit Company, ...	736	73,600.00
Cash received on Subscribed Stock not issued, .	.....	24,162.40
Total, ...	2,101	$234,262.40

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1889.	
Due from solvent companies and individuals, .	$21,100.00	Audited Vouchers and Accounts, ...	$17,131.07
Balance — Current Liabilities,	544.06	Miscellaneous accounts not audited, . . .	4,512.99
Total, . . .	$21,644.06	Total, . . .	$21,644.06

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1889.
Construction:	
Right of Way, ...	$15,688.44
Grading, and Bridge and Culvert Masonry, ...	60,329.50
Engineering Expenses, ...	54,933.58
Other items: organization, counsel fees, acceptance of line, etc.,	51,341.85
Total Construction, ...	$182,293.37

STATE OF
COUNTY OF } ss.

We, the undersigned, C. B. Adams, President, and C. V. Sidell, Treasurer, of the New York & Connecticut Air Line Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. B. ADAMS,
President.

C. V. SIDELL,
Treasurer.

Subscribed and sworn to before me this 13th day of September, 1889, as to C. V. Sidell, Treas.

THOMAS N. BROWNE,
Notary Public N. Y. C. & Co.

State of Connecticut, Town and County of New Haven.

Subscribed and sworn to before me by the above-named C. B. Adams, this 13th day of September, A.D. 1889.

GROVE J. TUTTLE,
Justice of the Peace.

NEW YORK & NEW ENGLAND RAILROAD CO.

History.

1. Name of common carrier making this report? New York & New England Railroad Company.

2. Date of Organization? April 17, 1873.

3. Under laws of what Government, State, or Territory organized? States of Massachusetts, Connecticut, Rhode Island, and New York.

Memorandum of laws confirming the organization of the New York & New England Railroad Co., and acts in amendment thereto:

Massachusetts.

Laws of 1873, chap. 289. Laws of 1880, chap. 17. Laws of 1880, chap. 261. Laws of 1882, chap. 240. Laws of 1884, chap. 85. Laws of 1887, chap. 201. Laws of 1888, chap. 81.

Connecticut.

Laws of 1873, an act to ratify the proceedings of the holders of the bonds secured by mortgage of March 19, 1866, from the B. H. & E. R. R. Co. to Robert H. Berdell and others, forming a corporation under the name of the New York & New England Railroad Co.—(Spec. Laws, Conn., vol. 7, p. 466.)

Laws of 1875, an act extending the time for completing the New York & New England Railroad Co.—(Spec. Laws, Conn., vol. 7, p. 913.)

Laws of 1877, acts extending time for completing the New York & New England Railroad Co.—(Spec. Laws, Conn., vol. 8, pp. 67 and 72.)

Laws of 1880, an act approving the location of the New York & New England Railroad Co.—(Spec. Laws, Conn., vol. 8, p. 353.)

Laws of 1880, an act authorizing the New York & New England R. R. Co. to hold stock in steamboat companies.—(Spec. Laws, Conn., vol. 8, p. 411.)

Laws of 1881, act extending time for constructing New York & New England Railroad.—(Spec. Laws, Conn., vol. 9, p. 64.)

Laws of 1882, act authorizing the New York & New England Railroad Co. to mortgage its road.—(Spec. Laws, Conn., vol. 9, p. 676.)

Laws of 1884, act authorizing the New York & New England Railroad Co. to issue preferred stock.—(Spec. Laws, Conn., vol. 9, p. 999.)

RHODE ISLAND.

Laws of 1873, act ratifying the organization of the New York & New England Railroad Co.— (May session, 1873, p. 13.)

Laws of 1882, act authorizing the New York & New England Railroad Co. to mortgage its road.— (January session, 1882, p. 223.)

Laws of 1884, act authorizing the New York & New England Railroad Co. to issue preferred stock.— (January session, 1884, p. 204.)

4. If a consolidated company, name the constituent companies? Reorganization by the holders of so-called Berdell mortgage bonds issued by the Boston, Hartford & Erie Railroad Company, in accordance with the terms of this mortgage, each bondholder being entitled to ten shares of stock of the new company for each mortgage bond held by him. Since its organization the New York & New England Railroad Company has not consolidated with any other company, but has purchased the Springfield & New London Railroad, and become the owner by foreclosure of a mortgage of the Connecticut Central Railroad. Answered in No. 3.

5. Date and authority for each consolidation? Answered, No. 4.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized? Answered No. 4.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
William P. Shinn,	Boston, Mass.,	Dec. 10, 1889.
Jonas H. French,	Boston, Mass.,	Dec. 10, 1889.
Eustace C. Fitz,	Boston, Mass.,	Dec. 10, 1889.
Eugene V. R. Thayer,	Boston, Mass.,	Dec. 10, 1889.
Charles A. Prince,	Boston, Mass.,	Dec. 10, 1889.
Royal E. Robbins,	Boston, Mass.,	Dec. 10, 1889.
Nicholas Sheldon,	Providence, R. I.,	Dec. 10, 1889.
B. F. Vaughan,	Providence, R. I.,	Dec. 10, 1889.
James L. Howard,	Hartford, Conn.,	Dec. 10, 1889.
David S. Plume,	Waterbury, Conn.,	Dec. 10, 1889.
George M. Landers,	New Britain, Conn.,	Dec. 10, 1889.
Thomas Rutter,	New York, N. Y.,	Dec. 10, 1889.
John L. Macauley,	New York, N. Y.,	Dec. 10, 1889.
Alexander E. Orr,	New York, N. Y.,	Dec. 10, 1889.
Sidney Dillon,	New York, N. Y.,	Dec. 10, 1889.
Henry Hentz,	New York, N. Y.,	Dec. 10, 1889.
J. A. Bostwick,	New York, N. Y.,	Dec. 10, 1889.
Arthur Sewall,	Portland, Me.,	Dec. 10, 1889.
E. V. Cary,	New York, N. Y.,	Dec. 10, 1889.

Total number of stockholders at date of last election? 1,013 common; 385 preferred; 1,398.

Date of last meeting of stockholders for election of Directors? December 11, 1888.

Post-office address of general office? President's Office, 36 Wall St., New York, N. Y. General Office, 244 Federal St., Boston.

Post-office address of operating office? 244 Federal St., Boston, Mass.

Officers.

Title.	Name.	Location of Office.
President,	J. A. Bostwick,	36 Wall St., New York.
Vice-President,	Wm. P. Shinn,	244 Federal St., Boston.
Sec'y and Asst.to President,	James W. Perkins,	244 Federal St., Boston.
Treasurer,	George B. Phippen,	244 Federal St., Boston.
Paymaster,	I. W. Foster,	244 Federal St., Boston.
Chief Engineer,	L. B. Bidwell,	224 Federal St., Boston.
General Solicitor,	R. M. Saltonstall,	244 Federal St., Boston.
General Counsel,	Charles A. Prince,	40 State St., Boston.
Auditor,	W. H. Dudley,	244 Federal St., Boston.
Assistant Auditor,	B. F. Cash,	244 Federal St., Boston.
Traffic Manager,	E. P. Vining,	244 Federal St., Boston.
General Freight Agent,	Joseph A. Shinn,	244 Federal St., Boston.
General Passenger Agent,	A. C. Kendall,	244 Federal St., Boston.
General Superintendent,	A. A. Jackson,	244 Federal St., Boston.
Division Superintendent,	R. E. Eavenson,	224 Federal St, Boston.
Division Superintendent,	C. H. Platt,	Hartford, Conn.
Division Superintendent,	L. W. Palmer,	Providence, R. I.
Division Superintendent,	E. H. Tucker,	Needham, Mass.
Division Superintendent,	P. St. M. Andrews,	Norwich, Conn.
Supt. of Telegraph,	G. L Lang,	224 Federal St., Boston.
Supt. of Motive Power,	J. B. Henney,	Norwood Central, Mass.
General Baggage Agent,	G. F. Ingalls,	Boston, Mass.
Division Freight Agent,	George A. Harris,	Norwich, Conn.
Division Freight Agent,	C. M. Bowman,	Hartford, Conn.
Purchasing Agent,	R. E. Rockwell,	198 Summer St., Boston.
Engineer M. of Way,	G. M. Farley,	224 Federal St., Boston.

Property Operated.

Name of every railroad the operations of which are included in the income account. Page 251.

1. Main Line Owned. 2. Branch Line Owned. 3. Line Operated under Lease. 4. Line Operated under Trackage Rights.

Name.	From—	To—	Miles of line for each road named.	Miles of line for each class of roads named.
1 New York & New England,	Boston	Hopewell Junc.,	214.96	
	Wicopee	Fishkill Landing,	1.71	
	Fishkill Landing	Newburgh,*	.79	
				217.46
2 New York & New England,	Providence	Willimantic,	58.32	
	Cook St., Newton	Woonsocket,	28 62	
	East Thompson	Southbridge,	17.36	
	State Line of Conn.	Jc. B. & A., Spring.,	7.31	
	East Hartford	State Line of Mass.	20.17	
	Melrose	West St., Rockv'le,	7.22	
	Dedham Junc.	Dedham,	1.53	
	Dorrance St track	Providence,	.62	
	Freight Branch	Hartford,	.67	
				141.82
3 Norwich & Worcester,	Allyn's Point	Worcester,	66 16	
3 Milford & Woonsocket,	Franklin	Bellingham,	15.32	
3 Milford, Franklin & Prov.,	Bellingham	Ashland,	4.65	
3 Rhode Island & Mass.,	Franklin	Valley Falls,	13.60	
3 Rockville, . . .	Vernon	Rockville,	4 43	
3 Boston & Albany, .	Junc. N.Y. & N.E.	Spring St., Spring.,	1.20	
				105.36
4 Newb'h, Dutchess & Conn.,	Hopewell Junc.	Wicopee,	10.95	
4 N.Y., Providence & Boston,	Junc. N.Y. & N.E.	Depot, Prov.,	.10	
				11.05
		Total Mileage Operated,		475.69

* Transfer boat.

Name of all Coal, Bridge, Canal, or other Properties, the Profit or Loss only from which is included in the General Balance Sheet.—Page 255.

Name.	Character of Business.	Title. (Owned, Leased, etc.)	State or Territory.
Boston Harbor Transfer,	Transfer,	Owned jointly with Boston & Maine Railroad.	Massachusetts.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common, . $	100.00	20,000,000	19,911,000	52.25	45.09	....	.....
Berdell B'ds, } Convertible, }	.....	.....	89,000	.....	.....	....	.....
Preferred, .	100.00	5,000,000	2,583,700	122.50	116.50	7 p.ct.	152,638.90
Total, . $	.....	25,000,000	22,583,700	.....	.....	....	152,638.90

Capital Stock. — *Continued.*

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash:		
Preferred,	*25,837	$2,720,762.17
Issued for Reorganization:		
Common,	199,110	.....
Total,	224,947	$2,720,762.17

*All issued for cash.

Under the terms of the Boston, Hartford & Erie Railroad "Berdell" mortgage, under which this company obtained possession, the "Berdell" bonds were to be exchanged for stock in the new company, ten shares of stock for each $1,000 bond, of which 19,911 bonds have been converted and 89 bonds are still outstanding, exchangable for the 890 shares of common stock, unissued, held for the purpose of retiring these remaining bonds.

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	Jan. 1, 1876	Jan. 1, 1905	6,000,000	6,000,000	6,000,000	14,448,489.31
	Jan. 1, 1876	Jan. 1, 1905	4,000,000	4,000,000	4,000,000	
2d Mortgage,	June22, 1882	Aug.1, 1902	4,002,000	4,002,000	4,002,000	
	June22, 1882	Aug.1, 1902	998,000	998,000	998,000	
Boston Terminal: 1st Mortgage,	Apr.1, 1889	Apr.1, 1939	1,500,000	1,200,000	1,200,000	
Mortgage Note: Drake's Wharf,	Sept.9, 1886	Sept.9, 1889	100,000	100,000	100,000	
Curtis' Wharf,	Feb.10, 1887	.....	60,000	60,000	60,000	
	Oct. 1, 1888	Oct. 1, 1893	80,000	80,000	80,000	
Contract Liabilities: Piper Wharf,	Dec.1, 1887	Mar.1, 1893	200,000	200,000	200,000	
State of Mass.: 12 Acre Lot,	Apr.24, 1880	July 1, 1890	86,532	86,532	86,532	
Equipment purchased of M.& W. R.R. Co.,*	Oct. 1, 1887	Oct. 2, 1892	22,625	22,625	22,625	
Total, $	.....	.....	17,049,157	16,749,157	16,749,157	14,448,489.31

*Milford & Woonsocket R. R.

Funded Debt.—*Continued.*

Rate of Interest.	Interest When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.,	January and July.	$420,000.00	$658,425.00
6 " "	January and July.	240,000.00	
6 " "	February and August.	240,120.00	269,640.00
3 " "	February and August.	29,940.00	
....	Various.	*50,111.12	54,977.77
4½ per cent.,	April and October.	4,500.00	4,500.00
4½ " "	August and February.	2,400.00	1,350.00
5 " "	October and April.	2,999.99	2,000.00
6 " "	Monthly.	11,416.65	11,499.89
4 " "	July and January.	3,461.28	3,461.28
6 " "	May and November.	1,357.50	1,357.50
.....	.....	$1,006,306.54	$1,007,211.44

*Includes interest on Mortgage note for $300,000 and Contract Liabilities for $100,000 and $800,000 retired by this mortgage. See page 256.

Funded Debt.

CAR TRUST OBLIGATIONS.

a General statement:

Series or Other Designation.	Date of Issue.	Term.	No. of Payments.	Equipment Covered.
E. W. Clark & Co., . .	July 1, '82.	7 years.	84	250 Gondola coal cars.

b Statement of amount:

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments.—Principal.	
		Original Amount.	Amount Outstanding.
E. W. Clark & Co., . .	$13,000.00	$117,000.24	$1,392.86

Deferred Payments.—Interest.

Original Amount.	Amount Outstanding.	Amount Accrued during Year.	Amount Paid during Year.
$40,079.76	$477.14	$5,725.68	$5,725.68

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds (p. 247), . .	$16,749,157.00	$16,749,157.00	$1,006,306.54	$1,007,211.44
Car Trust Obligations (p. 248),	117,000.24	1,392.86	5,725.68	5,725.68
Total, . . .	$16,866,157.24	$16,750,549.86	$1,012,032.22	$1,012,937.12

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash, ...	$47,141.88	Loans and Bills Payable,	$64,029.72
Due from Agents, .	316,714.26	Audited Vouchers and Accounts, . . .	331,048.96
Due from solvent companies and individuals, .	116,745.68	Wages and Salaries, .	38,258.96
Other Cash Assets* — Deposited to pay 1st mortgage bond, coupon No. 27, due July 1, 1889, .	200,000.00	Net Traffic Balances due to other companies, .	57,490.69
Balance of amount received from City of New York for work to be done in connection with Sodom Dam, .	79,522.05	Matured Interest Coupons Unpaid (including Coupons due July 1), .	334,795.00
Balance — Current Liabilities, . .	84,687.45	Rentals due July 1, .	19,187.99
Total, .	$844,811.32	Total, . . .	$844,811.32

*Materials and Supplies on hand, $472,129.58. [*See general balance sheet, page* 255.]

Recapitulation.

a For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 246),	$22,583,700.00	$22,583,700.00	359.28	$62,858.21
Bonds (p. 247), .	16,749,157.00	16,749,157.00	359.28	46,618.67
Car Trust Obligations (p. 248), .	1,392.86	1,392.86	359.28	3.87
Total, . .	$39,334,249.86	$39,334,249.86	359.28	$109,480.75

Recapitulation.—*Continued.*

b For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (page 251).

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road.	
					Miles.	Amount.
N. Y. & New England,	$22,583,700.00	$16,750,549 86	$84,687.45	$39,418,937.31	359.28	109,716.48
Norwich & Worcester,	2,604,400.00	400,000.00	.....	3,004,400.00	66.16	45,411.12
Milford & Woonsocket,	148,600.00	60,000.00	.....	208,600.00	15.32	13,616.18
Mil., Franklin & Prov.,	100,000.00	10,000 00	.....	110,000.00	4.65	23,655.91
Rhode Island & Mass.,*	280,000.00	.....	.....	280,000.00	13.60	20,588.23
Rockville R. R.,	108,750.00	16,900.00	.....	125,650.00	4.43	28,363.43
Boston & Albany R. R.,	.....	.....	.....	.....	1.20	.....
Total carried forward,	$25,825,450.00	$17,237,449.86	$84,687.45	$43,147,587.31	464.64	$92,862.43

*$180,000.00 in Rhode Island; $100,000.00 in Massachusetts.

Permanent Improvements for the Year.

Item.	Expenditures Not Included in Operating Expenses.	Credits, Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Right of Way,	$18,103.36	$3,929.22	$14,174.14
Other Real Estate,	54.91	.....	54.91
Fences,	2,385.09	.....	2,385.09
Grading, and Bridge and Culvert Masonry,	50,340.12	.....	50,340.12
Bridges and Trestles,	8,174.06	.....	8,174.06
Rails,	3,707.40	.....	3,707.40
Other Superstructure,	22,829.57	.....	22,829.57
Buildings, Furniture, and Fixtures,	40,912.20	.....	40,912.20
Shop Machinery and Tools,	21,428.74	.....	21,428.74
Sidings and Yard Extensions,	17,142.35	.....	17,142.35
Terminal Facilities and Elevators,	165,750.54	.....	165,750.54
Total Construction,	$350,828.34	$3,929.22	$346,899.12
Equipment:			
Locomotives,	6,747.63	.....	6,747.63
Passenger Cars,	178,431.59	.....	178,431.59
Sleeping, Parlor, and Dining Cars,	40,704.90	.....	40,704.90
Baggage, Express, and Postal Cars,	6,833.80	.....	6,833.80
Combination Cars,	.....	5,064.92	*5,064.92
Freight Cars,	79,333.67	.....	79,333.67
Total Equipment,	$312,051.59	$5,064.92	$306,986.67
Grand Total Construction and Equipment,	$662,879.93	$8,994.14	$653,885.79

* Transferred to Profit and Loss as replacing cars destroyed in prior years.

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost Per Mile.
Construction:				
Right of Way,	.....	$14,174.14	.....	.....
Other Real Estate,	.....	54.91	.....	.....
Fences,	.....	2,385.09	.....	.....
Grading, and Bridge and Culvert Masonry,	.....	50,340.12	.....	.....
Bridges and Trestles,	.....	8,174 06	.....	.....
Rails,	.....	3,707.40	.....	.....
Other Superstructure,	.....	22,829.57	.....	.....
Buildings, Furniture, and Fixtures,	.....	40,912.20	.....	.....
Shop Machinery and Tools,	.....	21,428.74	.....	.....
Sidings and Yard Extensions,	.....	17,142.35	.....	.....
Terminal Facilities and Elevators,	.....	165,750.54	.....	.....
Total Construction,	$33,756,787.88	$346,899.12	$34,103,687.00	$94,922.30
Equipment:				
Locomotives,	.....	6,747.63	.....	.....
Passenger Cars,	.....	178,131.59	.....	.....
Sleeping, Parlor, and Dining Cars,	.....	40,704 90	.....	.....
Baggage, Express, and Postal Cars,	.....	6,833.80	.....	.....
Combination Cars,	.....	5,064.92	.....	.....
Freight Cars,	.....	79,333.67	.....	.....
Total Equipment,	$3,994,790.27	$306,986.67	$4,301,776.94	$11,973.32
Grand Total Cost Construction and Equipment,	$37,751,578.15	$653,885.79	$38,405,463.94	$106,895.62

Income Account.

Gross Earnings from Operation (p. 252),	$5,497,398.73	
Less Operating Expenses (p. 254),	3,660,447.42	
Income from operation,		$1,836,951.31
Miscellaneous Income less Expenses (p. 253),		3,996.97
Total Income,		$1,840,948.28
Deductions from Income:		
Interest on Funded Debt accrued (p. 249),	$1,012,032.22	
Rentals, including Tracks, Yards, and Terminals (p. 255, A and B),	371,187.95	
Taxes,	237,560.12	
Insurance,	12,959.40	
Total Deductions from Income,		1,633,739.69
Net Income,		$207,208.59
Dividends, 7 per cent., Preferred Stock,		152,638.90
Surplus from Operations of Year ending June 30, 1889,		$54,569.69
Deficit on June 30, 1888,		617,525.58
		$562,955.89
Add Profit and Loss Debits:		
Discount on sale of 1,200 Boston Terminal 1st Mortgage Bonds,	$60,000.00	
Expenditures during the year for rentals, renewals of roadway, equipment, etc., pertaining to the business of former years,	109,906 04	
Worthless accounts charged off,	2,811.52	
	$172,717.56	
Less Profit and Loss Credits:		
Premium on sale of Preferred Stock,	98,810.30	73,907.26
Deficit on June 30, 1889,		$636,863.15

Earnings from Operation.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger Revenue,	$1,937,603.30		
Less Repayments:			
Tickets Redeemed,		$5,688.84	
Excess Fares refunded,		14,601.35	
Total Deductions,		$20,290.19	
Total Passenger Revenue,			$1,917,313.11
Mail,			53,523.04
Express,			139,727.17
Extra Baggage and Storage,			15,582.66
Other Items,			16,010.16
Total Passenger Earnings,			$2,142,156.14
Freight:			
Freight Revenue,	3,221,862.62		
Less Repayments:			
Overcharge to shippers,		$31,958.97	
Total Deductions,		$31,958.97	
Total Freight Revenue,			$3,189,903.65
Elevators,			11,098.89
Other Items,			81,929.42
Total Freight Earnings,			$3,282,931.96
Total Pass. and Freight Earnings,			$5,425,088.10
Other Earnings from Operation:			
Switching charges — Balance,			16,474.56
Rentals not otherwise provided for,			49,079.09
Other sources,			6,756.98
Total Other Earnings,			$72,310.63
Total Gross Earn'gs from Operat'n,			$5,497,398.73

Stocks Owned.

Name.	Total Par Value.
New England Terminal Company,	$100,000.00

Miscellaneous Income.

Item.	Net Miscellaneous Income.
Boston Harbor Transfer,	$3,747.93
Miscellaneous Interest,	249.04
Total,	$3,996.97

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway,	$179,026.42	$148,860.79	$327,887.21
Renewals of Rails,	10,958 67	9,112.15	20,070.82
Renewals of Ties,	64,227.92	53,771.93	117,999.85
Repairs of Bridges and Culverts,	44,828.29	37,274 80	82,103.09
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	11,786.70	9,800.65	21,587.35
Repairs of Buildings,	25,780.13	28,240.67	54,020.80
Repairs of Docks and Wharves,	.....	4,556.06	4,556.06
Repairs of Telegraph,	174.20	144 83	319.03
Total,	$336,782.33	$291,761.88	$628,544.21
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	92,629.83	142,164.93	234,794.76
Repairs and renewals of Passenger Cars,	107,625.09	.....	107,625.09
Repairs and renewals of Freight Cars,	.....	168,887.43	168,887.43
Repairs and renewals of Ferry-boats, Tugs, Floats, and Barges,	680.48	12,929.42	13,609.90
Shop Machinery, Tools, etc.,	22,062.15	18,344.70	40,406.85
Other expenses,	12,488.16	10,383.92	22,872.08
Total,	$235,485.71	$352,710.40	$588,196.11

Operating Expenses.— *Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen,	$132,878.62	$184,482.07	$317,360.69
Fuel for Locomotives,	176,684.99	308,540.89	485,225.88
Water-supply for Locomotives,	15,185.58	12,626.82	27,812.40
All other supplies for Locomotives,	7,337.77	8,340.11	15,677.88
Wages of other Trainmen,	117,774.89	184,252.74	302,027.63
All other train supplies,	23,397.07	39,504.18	62,901.25
Wages of Switchmen, Flagmen, and Watchmen,	31,053.95	124,555.50	155,609.45
Expense of Telegraph, including Train Dispatchers and Operators,	19,641.42	39,977.22	59,618.64
Wages of Station Agents, Clerks, and Laborers,	131,573.44	357,937.05	489,510.49
Station supplies,	17,884.37	35,025.40	52,909.77
Car Mileage — Balance,	5,213.02	36,434.97	41,647.99
Loss and Damage,	3,244.46	15,563.95	18,808.41
Injuries to persons,	4,033.46	6,884.96	10,918.42
Barges, Floats, Tugs, Ferry-boats, expenses of, including Wages, Fuel, and Supplies,	1,840.16	34,963.09	36,803.25
Total,	$687,743.20	$1,389,088.95	$2,076,832.15
General Expenses:			
Salaries of Officers,	$47,904.42	$47,515.63	$95,420.05
Salaries of Clerks,	34,602 03	57,965.48	92,567.51
General Office Expenses and Supplies,	7,945.33	6,606 55	14,551.88
Agencies, including Salaries and Rent,	2,060.23	8,241.88	10,302.11
Advertising,	22,632.58	334.26	22,966 84
Expense of Stock Yards and Elevators,	.....	10,081.91	10,081.91
Rentals not otherwise provided for,	43,530.53	3,818.88	47,349.41
Legal Expenses,	17,055.01	14.181.27	31,236.28
Stationery and Printing,	19,677.12	22,721.84	42,398.96
Total,	$195,407.25	$171,467.70	$366,874.95
Recapitulation of Expenses:			
Maintenance of Way and Structures,	336,782.33	291,761.88	628,544.21
Maintenance of Equipment,	235,485.71	352,710.40	588,196.11
Conducting Transportation,	687,743.20	1,389,088.95	2,076,832.15
General Expenses,	195,407.25	171,467.70	366,874.95
Grand Total,	$1,455,418.49	$2,205,028.93	$3,660,447.42

Percentage of Operating Expenses to Earnings, 66.58.

Rentals Paid.

a Rents paid for lease of road.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Rhode Island & Mass.,	.....	.....	$20,000.00	$20,000.00
Rockville,	.....	.....	4,604.67	4,604.67
Boston & Albany,	.....	.....	5,000.00	5,000.00
Norwich & Worcester,	$24,000.00	$207,824.02	6,449.86	238,273.88
Milford & Woonsocket,	.....	.....	4,922 65	4,922.65
Milford, Franklin & Prov.,	.....	.....	3,281.76	3,281.76
Total Rentals—*a*,	$24,000.00	$207,824.02	$44,258.94	$276,082.96

b Rents paid for lease of other property.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks: For hauling Co's trains,	Betw'n Norwich and N. London,	New London Northern R.R.,	$39,885.00	
Trackage Rights,	Hopewell Jc. and Wicopee,	N. D. & Conn. R.R.,	55,219.99	
Total Rentals—*b*,	.....	.....	.....	$95,104.99
Grand Total Rentals paid—*a* and *b*,	.....	.....	.....	$371,187.95

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 253),	$34,103,687.00	Capital Stock (p. 246):	
Cost of Equipment (p. 253),	4,301,776.94	Common,	$20,[illegible]00.0
Stocks of other companies owned (p. 252),	100,000.00	Preferred,	2,583,[illegible]
Other Assets:		Funded Debt (p. 247),	16,750,549.[illegible]
Materials and Supplies,	472,129.58	Supplies transferred from Norwich & Worcester R. R. Co.,	61,422.99
Profit and Loss,	636,863.15	Current Liabilities (p. 249),	84,687.45
		Accrued Interest on Funded Debt not yet payable,	126,777.77
		Credit Balances held in suspense for future adjustment,	7,318.60
Total,	$39,614,456.67	Total,	$39,614,456.67

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Operation (p. 251),	$1,836,951.31	Interest on Funded Debt Paid (p. 249),	$1,012,937.12
From Other Sources (p. 251),	3,996.97	Rentals (p. 255),	371,187.95
Sale of Stocks (p. 256),	633,700.00	Taxes (p. 251),	237,560.12
Sale of Bonds (p. 256),	1,200,000.00	Other Charges Against Net Income,	12,959.40
Increase in Funded Debt,	123,285.68	Dividends (p. 251),	152,638.90
Cash on Hand,	6,738.86	Other Permanent Improvements (p. 251),*	346,899.12
Cash Assets,	67,208.11	Additional Equipment (p. 251),*	306,986.67
Other Assets,	114,777.82	Decrease in Liabilities (p. 256),	1,200,000.00
Premium on Stock Issued,	98,810.30	Decrease in Current Liabilities,	172,487.11
Balance, excess of interest paid over interest accrued,	904.90	Discount on Bonds Sold,	60,000.00
		Securities Purchas'd (p. 256),	100,000.00
		Other Expenditures (p. 251),	112,717.56
Total,	$4,086,373.95	Total,	$4,086,373.95

*Not Charged to Operating Expenses.

Important Changes During the Year.

Statements as follows: 1. All Extensions of Road put in Operation. 2. All Leases taken or surrendered. 3. All Consolidations or Reorganizations effected. 4. All new Mortgages or Stock issued. 5. All important Physical Changes. 6. All important Financial Changes (other than those above referred to).

1. None.

2. With the Hudson Suspension Bridge & New England Railway Company, for the operation of its road and bridge, contingent on its completion.

3. None.

4. During the year, 6,337 shares of Preferred Stock were sold, thereby increasing the amount issued and outstanding on June 30, 1889, to 25,837 shares, as against 19,500 shares on June 30, 1888.

For the purpose of retiring certain mortgage notes and contract liabilities, Terminal Mortgages have been executed in the sum of $1,200,000, bearing 4 per cent. annual interest, payable semi-annually, principal due April 1, 1939. Against these mortgages 1,200 bonds of $1,000 each had been issued and were outstanding on June 30, 1889, the proceeds of which were used to retire a mortgage note given to the Boston & Albany R. R. Co. for $300,000, due Feb. 7, 1889, and contract liabilities in favor of the Commonwealth of Massachusetts for $800,000 and $100,000, due May 1, 1891, and May 1, 1892, respectively. These bonds were placed at a discount of 5 per cent. from par.

5. None.

6. The Company subscribed to 1,000 shares of the Capital Stock of the New England Terminal Company, paying therefor $100,000.

The Company purchased Curtis Wharf in the City of Boston for $155,000.

Contracts, Agreements, etc.

Statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or Persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz.: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 7. Telegraph Companies.

1. Adams Express Company. They to do all the express business upon the property at a stated annual rental.

2. United States Post-Office Department, with United States Government, upon basis of weight of mails.

3. Pullman Palace Car Co. They to run their own cars at no expense to this company, their profit to be from sale of berth or seat tickets.

H. L. Parker, Dining Cars. This company to furnish the cars, and haul them at a fixed annual rental.

4. With the following-named Railroad Companies, Steamboat and Transportation Lines, arrangements as to through rates and shipments:

Boston & Albany,	New Haven & Derby,	Nor. & N. Y. Trans. Line,
Boston & Maine,	New York & Northern,	N. E. Terminal Co.,
Central R. R. of N. J.,	N. Y. Central & H. River,	Anchor Line,
Central Vermont,	N. Y., L. E. & Western,	Atlantic Coast Line,
Cheshire,	N. Y., N. H. & Hartford,	Commercial Express Line,
Concord,	N. Y., Ontario & West'n,	Erie Despatch Line,
Connecticut River,	N. Y., Prov. & Boston,	Erie & New England,
Fitchburg,	Old Colony,	Erie & N. E. L. & R. Des.,
Hartford & Conn. West.,	Pennsylvania,	Empire Line,
Housatonic,	Philadelphia & Reading,	Great Southern Despatch,
Lehigh Valley,	Portland & Rochester,	Richmond & Danville,
Meriden, W'bury & Conn.,	Shepaug, Litchf'd & Nor.,	Star Union Line,
Newb'h, Dutch's & Conn.,	West Shore.	Seaboard Despatch Line.

5. With the following-named Railroad Companies, Steamboat and Transportation Lines, we have agreements as to through rates and tickets:

Allegheny Valley,	Boston & Lowell,	Charleston & Savannah,
Annap's, Wash. & Balt.,	Boston & Maine,	Cheraw & Darlington,
Arkansas Midland,	Burl., Cedar Rap. & Nor.,	Cheshire,
Armstrong Transfer Co.,	Burlington & Missouri R.,	Chicago & Alton,
Atchison, Topeka & S. F.,	Burlington & Western,	Chicago & Atlantic,
Atlanta & West Point,	Cairo, Vincennes & Chic.,	Chicago & Grand Trunk,
Atlantic & No. Carolina,	California Southern,	Chicago & Iowa,
Atlantic & Pacific,	Canadian Pacific,	Chicago & Northwestern,
Baltimore & Ohio,	Cape Fear & Y. Valley,	Chicago & Ohio River,
Baltimore & Potomac,	Catskill Mountain,	Chicago, Burl. & Nor.,
Baltimore Steam Pack. Co.,	Central R. R. of N. J.,	Chicago, Burl. & Quincy,
Bangor & Piscataquis,	Cent. R.R. & B. Co. of Ga.,	Chicago, Kan. & Western,
Beach Creek,	Cent. R.R. of S. Carolina,	Chicago, Minn. & St. Paul,
Boston & Albany,	Central Iowa,	Chicago, R. I. & Pacific,
Boston & Bangor S. S. Co.,	Central Vermont,	Chicago, St. L. & Pittsb'h,

Chic., St. P. & Kan. City,
Chic., St. P., Minn. & Om.,
Cin. & Muskingum Valley,
Cin., Hamilton & Dayton,
Cin., Ind., St. L. & Chic.,
Cin., N. O. & Texas Pac.,
Cin., Selma & Mobile,
Citizens' Steamboat Co.
Cleveland & Marietta,
Cleveland & Pittsburgh,
Cleve., Cin. & Columbus,
Cleve., Col., Cin. & Ind.,
Cleve., Loraine & Wheel'g,
Columbus & Rome,
Columbus, H. Val. & Tol.,
Concord,
Connecticut River,
Cumberland Valley,
Dayton & Union,
Del. & Hudson Can. Co.,
Del., Lack. & Western,
Denver & Rio Grande,
Denv. & Rio Grande West.,
Detroit & Cleve. S. N. Co.,
Detroit, Lansing & North.,
Detroit, Grand H. & Mil.,
Diamond Jo. Line,
East & West R. R. of Ala.,
E. Tenn., Va. & Ga.,
Elmira, Cortlandt & Nor.,
Erie & Pittsburgh,
Eureka Springs,
Evansville & Terre Haute,
Fitchburg,
Flint & Pere Marquette,
Fla. R'y & Navigat'n Co.,
Florida Southern,
Fremont, Elk. & Mo. Val.,
Georgia Pacific,
Gettysburg & Harrisburg,
Grand Rapids & Indiana,
Grand Trunk,
Green Bay, Win. & St. P ,
Gulf, Colo. & Santa Fe,
Hannibal & St. Joseph,
Hartford & Conn. West.,
Hot Springs,
Housatonic,
Houston, E. & W. Texas,
Hudson River Line,
Illinois Central,
Ind., Bloom'ton & West.,
Ind., Illinois & Iowa,
Indianapolis & St. Louis,
Indianapolis & Vincennes,
Ind., Decatur & Spring.,
Intercolonial,
International S. S. Co.,
Jacksonville S. East Line,
Jack., Tampa & Key W..
Jeffersonville, Mad. & Ind.,
Kaaterskill,
Kanawha & Ohio,
Kan. City, St. L. & C. B.,
Kentucky Central,
Lake Erie & Western,
Lake Shore & Mich. So.,
Lehigh Valley,
Louisville & Nashville,
Louisv., N. Alb'y & Chic.,
Mackinac Transp'n Co.,
Maine Central,
Manitoba & No. Western,
Meadville & Linesville,
Memphis & Charleston,
Mexican Central,
Mexican National,
Michigan Central,
Milwaukee, L. S. & West.,
Mil. & Nor., and W. & M.,
Minneapolis & Pacific,
Minneapolis & St. Louis,
Missouri Pacific,
Mobile & Ohio,
Natchez, Jackson & Col.,
New Brunswick,
N. England Transfer Co.,
New England Terminal,
New Haven & Derby,
Newport & Wickford,
Newport News & Miss. V.,
New York & Northern,
N. Y. Cent. & Hudson R.,
N. Y., Chic. & St. Louis,
N. Y., Lake Erie & West.,
N. Y., N. H. & Hartford,
N. Y., Ontario & Western,
N. Y., Phila. & Norfolk,
N. Y., Prov. & Boston,
New York Transfer Co.,
Norfolk and Western,
Northeastern (S. C.),
Northern Pacific,
Norwich & N. Y. S. S. Co.,
Ogdensburg & L. Champ ,
Ohio & Mississippi,
Ohio Southern,
Old Colony,
Orange Belt,
Passumpsic,
Pennsylvania Co.,
Pennsylvania R. R.,
People's Line,
People's Line Steamers,
Peoria, Decatur & Evansv.,
Petersburg,
Philadelphia & Reading,
Pittsburg & Lake Erie,
Pittsburg & Western,
Pittsburg, Cin. & St. Louis,
Plant Steamship Line,
Portland & Ogdensburg,
Portland & Rochester,
Port Huron & Northwest.,
Profile & Franconia Notch,
Providence & Worcester,
Quebec Central,
Richmond & Allegheny,
Richmond & Danville,
Richmond & Petersburg,
Rich., Fred'ks & Potomac,
Rome,
Rome, Watertown & Ogd.,
St. Johns,
St. Jos., St. L. & Santa Fé,
St. Louis & Chicago,
St. Louis & San Francisco,
St. L., Arkansas & Texas,
St Louis & Hannibal,
St. Paul & Duluth,
St. Paul, Minn. & Man.,
Saginaw Val. & St. Louis,
Savannah, Fla. & Western,
Scioto Valley,
Seaboard & Roanoke,
Shenandoah Valley,
Shepaug,
Sioux City & Pacific,
Sonora,
South Carolina,
Southern Kansas,
Southern Pacific,
South Florida,
Stony Cove & Catskill Mt.,
Terre Haute & Ind.,
Terre Haute & Peoria,
Toledo & Ohio Central,
Tol., Ann Ar. & N. Mich.,
Tol., St. L. & Kan. City,
Toledo, Columbus & So.,
Ulster & Delaware,
Union Pacific,
Utah Central,
Valley,
Vicksburg & Meridian,
Wabash,
Wabash Western,
Western (Ala.),
Western Maryland,
Western & Atlantic.
West Shore,
Wheeling & Lake Erie,
Wilmington, Col. & Aug.,
Wilmington & Weldon,
Wisconsin Central.

7. Western Union Telegraph Company. They to operate all wires and transmit the messages of the Company free.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged. From—	To—	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
First Mortgage Bonds,	Entire Line Owned.		359.28	$27,833.44	
Second Mortgage Bonds,	Entire Line Owned.		359.28	13,916.72	
Boston Terminal First Mortgage Bonds,	Boston Terminal.				
Drake's Wharf, Mort. Note,					
Curtis' Wharf, Mort. Notes					
Piper Wharf, Contract,					
12 Acre Lot Contract,					
Equipment purchased of Milford & Woonsocket R. R. Co.					Rolling Stock 250 Gondola Coal Cars.
E. W. Clark & Co., Car Trust,					

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	25	$105,200.00	.....
General Office Clerks,	138	90,344.90	$1.83
Station Agents,	156	94,593.87	1.66
Other Station men,	610	351,787.05	1.58
Enginemen,	154	180,948.49	3.28
Firemen,	187	126,728.10	1.85
Conductors,	124	135,780.12	3.00
Other Trainmen,	373	255,368.78	1.88
Machinists,	155	110,821.15	1.95
Carpenters,	204	140,726.24	1.89
Other Shopmen,	556	303,890.16	1.50
Section Foremen,	115	75,949.72	1.81
Other Trackmen,	835	366,896.32	1.20
Switchmen, Flagmen, and Watchmen,	232	118,552.11	1.40
Telegraph Operators and Dispatchers,	91	49,782.18	1.50
Employees — account Floating Equipment,	24	12,775.14	1.46
All other Employees and Laborers,	134	65,495.64	1.34
Total,	4,113	2,585,639.97	.....
Distribution of above:			
General Administration,	82	103,692.96	.....
Maintenance of Way and Structures,	904	440,764.07	.....
Maintenance of Equipment,	787	331,105.94	.....
Conducting Transportation,	1,810	1,374,658.74	.....
Construction and Miscellaneous,	530	335,418.26	.....
Total,	4,113	2,585,639.97	.....

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	7,381,179	.....	..	...
Number of passengers carried one mile,	95,746,000	.....	..	...
Average distance carried,	12.95	.....	..	...
Total passenger revenue,	.....	$1,917,313	11	...
Average amount received from each passenger,	.....	.....	25	97
Average receipts per passenger per mile,	.....	.....	02	...
Estimated cost of carrying each passenger one mile,	.....	.....	01	52
Passenger earnings per mile of road,	.....	4,030	59	...
Passenger earnings per train-mile,	.....	1	05	...
Freight Traffic:				
Number of tons carried of freight earning revenue,	2,705,331.95	.....	..	...
Number of tons carried one mile,	237,200,644	.....	..	...
Average distance haul of one ton,	87.679	.....	..	...
Total freight revenue,	.....	3,221,862	62	...
Average amount received for each ton of freight,	.....	1	19	1
Average receipts per ton per mile,	.....	.....	01	359
Estimated cost of carrying one ton one mile,	.....	.....	00	929
Freight earnings per mile of road,	.....	6,773	03	...
Freight earnings per train-mile,	.....	2	02	...
Passenger and Freight:				
Passenger and freight earnings,	.....	5,139,175	73	...
Passenger and freight earnings per mile of road,	.....	10,803	62	...
Expense per mile of road,	.....	7,695	02	...
Total earnings per mile of road, including Mails, Express, etc.,	.....	11,556	68	...
Number of passenger trains,	59,210	.....	..	...
Number of freight trains,	23,142	.....	..	...
Number of mixed trains,	1,720	.....	..	...
Train Mileage:				
Miles run by passenger trains,	1,911,600	.....	..	...
Miles run by freight trains,	1,566,831	.....	..	...
Miles run by mixed trains,	34,203	.....	..	...
Total Mileage Trains Earning Revenue,	3,512,634	.....	..	...
Miles run by switching trains,	797,710	.....	..	...
Miles run by construction and other trains,	137,896	.....	.	...
Grand Total Train Mileage,	4,448,240	.....	..	...
Mileage of loaded freight cars — North or East,	15,686,426	.....	..	...
Mileage of loaded freight cars — South or West,	8,823,615	.....	..	...
Mileage of empty freight cars — North or East,	1,493,059	.....	..	...
Mileage of empty freight cars — South or West,	7,838,556	.....	..	...
Average number of freight cars in train,	21.20	.....	..	...
Average number of loaded cars in train,	15.40	.....	..	...
Average number of empty cars in train,	5 80	.....	..	...
Average number of tons of freight in train,	110.72	.....	..	...
Average number of tons of freight in each loaded car,	7.19	.....	..	...

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	10,720.63	89,359.56	100,080.19	3.7
Flour,	6,906.15	37,004.09	43,910.24	1.6
Other Mill Products,	15,930.91	26,059.30	41,990.21	1.5
Hay,	2,845.16	12,268.62	15,113.78	.5
Tobacco,	1,040.65	1,589.83	2,630.48	....
Cotton,	7,698.99	52,141.43	59,840.42	2.2
Fruit and Vegetables,	19,049.76	29,182.67	48,232.43	1.8
Products of Animals:				
Live Stock,	6,010.77	2,250.10	8,260.87	.4
Dressed Meats,	6,399.87	14,017.22	20,417.09	.8
Other Packing-house Products,	4,727.53	3,387.42	8,114.95	.3
Poultry, Game, and Fish,	18,905.10	2,236.91	21,142.01	.8
Wool,	22,311.64	12,255.83	34,567.47	1.3
Hides and Leather,	16,214.55	40,578.89	56,793.44	2.1
Products of Mines:				
Anthracite Coal,	184,610.66	539,134.34	723,745.00	26.8
Bituminous Coal,	82,450.53	7,629.12	90,079.65	3.3
Coke,	3,458.23	15,606.39	19,064.62	.7
Ores,	18,889.35	1,439.09	20,328.44	.8
Stone, Sand, and other like articles,	74,520.89	12,607.58	87,128.47	3.2
Products of Forest:				
Lumber,	64,182.77	80,416.12	144,598.89	5.4
Other Articles,	30,688.05	7,549.40	38,237.45	1.4
Manufactures:				
Petroleum and other Oils,	10,070.94	19,624.88	29,695.82	1.1
Sugar,	11,999.94	7,424.83	19,424.77	.7
Naval Stores,	5,383.39	193.70	5,577.09	.2
Iron, Pig and Bloom,	11,540.70	13,410.58	24,951.28	.9
Iron and Steel Rails,	4,899.67	6,525.04	11,424.71	.4
Other Castings and Machinery,	50,963.52	17,780.80	68,744.32	2.6
Bar and Sheet Metal,	34,847.20	26,384.09	61,231.29	2.3
Cement, Brick, and Lime,	51,384.54	9,216.23	60,600.77	2.2
Agricultural Implements,	202.78	130.33	333.11	....
Wagons, Carriages, Tools, etc.,	1,562.67	983.53	2,546.20	.1
Wines, Liquors, and Beers,	14,289.30	16,028.84	30,318.14	1.1
Household Goods and Furniture,	9,885.46	3,699.84	13,585.30	.5
Merchandise,	417,930.60	193,536.48	611,467.08	22.6
Miscellaneous:				
Other commodities not mentioned above,	102,326.19	78,829.78	181,155.97	6.7
Total Tonnage,	1,324,849.09	1,380,482.86	2,705,331.95	100.

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger,	....	76	76	West. Auto.,	....	....
Freight,	3	66	50	West. Auto.,	....	....
Switching,	....	28	2	West. Auto.,	....	....
Total,	3	170	128	.....	....	....
Cars in Passenger Service:						
First-class Passenger Cars,	39	172	172	West. Auto.,	172	M. & J.
Combination Passenger Cars,	3	43	43	West. Auto.,	43	M. & J.
Dining Cars,	....	2	2	West. Auto.,	2	M. & J.
Parlor Cars,	4	4	4	West. Auto.,	4	M. & J.
Baggage, Express, and Postal Cars,	8	30	30	West. Auto.,	30	M. & J.
Total,	54	251	251	West. Auto.,	251	M. & J.
Cars in Freight Service:						
Box Cars,	3	1,816	63	West. Auto.,	138	M. & D.
Flat Cars,	....	433	....	.....	....	....
Coal Cars,	196	1,835	...	.....	....	....
Dump Cars,	130	755	....	.....	....	....
Total,	329	4,839	63	.....	138	....
Cars in Company's Service:						
Gravel Cars, Gunboat,	....	10	....	.....	....	...
Derrick Cars, and Tool,	....	13	13	West. Auto.,	13	Miller.
Caboose Cars,	7	80	....	.....	....	....
Pay Car,	....	1	1	West. Auto.,	....	Miller.
Officer's Car,	....	1	1	West. Auto.,	....	Miller.
Total,	7	105	15	.....	15	...
Total owned,	7	5,365	457	.....	404	....
Grand Total,	393	5,365	457	.....	404	....

Mileage.

a. MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line Owned.	Branch Line Owned.	Line Operated Under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track,	*217.46	141.82	105.36	11.05	*475.69	†16.93	†457.79
Miles of second track,	108.10	.....	.....	.....	108.10	.....	108.10
Miles of yard track, sidings, and spurs,	105.56	32.56	26.82	.....	164.94	†141.17	23.77
Total Mileage Operated (all tracks),	*431.12	174.38	132.18	11.05	*748.73	†158.10	†589.84

b. MILEAGE OF LINE BY STATES AND TERRITORIES.

I. Mileage operated by road making this report.

State or Territory.	Main Line Owned.	Branch Line Owned.	Line Operated under Lease.	Total Mileage Excluding Trackage Rights.	Line Operated under Trackage Rights.	Iron Rails.	Steel Rails.
Massachusetts,	52.05	48.45	45.81	146.31	.....	3.98	142.33
Rhode Island,	.....	28.00	7.20	35.20	.10	.....	35.30
Connecticut,	134.17	65.37	52.35	251.89	.....	12.95	238 94
New York,	*31.24	.....	.....	*31.24	10.95	.....	†41.40
Total Mileage Operated (single track),	*217.46	141.82	105.36	*464.64	11.05	†16.93	†457.97

II. Mileage owned by road making this report.

State or Territory.	Main Line Owned.	Branch Line Owned.	Total Mileage Owned.	Iron Rails.	Steel Rails.
Massachusetts,	52.05	48.45	100.50	1.23	99.27
Rhode Island,	.....	28.00	28.00	.....	28.00
Connecticut,	134.17	65.37	199.54	7.22	192.32
New York,	*31.24	.....	*31.24	.....	†30.45
Total Mileage Owned (single track),	*217.46	141.82	359.28	8.45	†350.04

* Includes transfer boat, .79 miles.
† Does not include transfer boat.

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel, 4 inches high, .	$97\frac{660}{2240}$	60 lbs.	$35.00
Steel, $4\frac{1}{4}$ inches high, .	$1,176\frac{1530}{2240}$	66 lbs.	35.00
Steel, 5 inches high, .	$1,225\frac{1250}{2240}$	75 lbs.	29.25
Total Steel, . .	$2,498\frac{2063}{2240}$	....	$32.17

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut:		
1st Class, ...	85,691	.45
2d Class, ...	139,062	.40
3d Class, ...	33,244	.22
Total, ...	257,997	$.39\frac{341}{1000}$

Consumption of Fuel by Locomotives.

Locomotives.	Anthracite Coal—Tons.	Bituminous Coal—Tons.	Total Fuel Consumed — Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger, . . .	.....	54,381	54,381	1,961,735	55.44
Freight, . . .	.....	82,197	82,197	1,627,200	101.03
Switching, . . .	1,605	16,203	17,808	770,695	46.21
Construction, . .	.....	3,189	3,189	88,610	71.98
Total, . .	1,605	155,970	157,575	4,448,240	70.85
Average Cost at Distributing Point, .	$3.46	$3.16	.....	.....	.....

Accidents to Persons in the State of Connecticut.

EMPLOYEES.

Kind of Accident.	Trainmen Killed.	Trainmen Injured.	Switchmen, Flagmen, and Watchmen Kill'd.	Switchmen, Flagmen, & Watchmen Injured.	Other Employees Killed.	Other Employees Injured.	Total Killed.	Total Injured.
Coupling and Uncoupling,	1	39	..	2	..	1	1	42
Falling from Trains and Engines,	2	20	..	.	..	3	2	23
Overhead Obstructions,	.	6	..	..	..	..	..	6
Collisions,	1	2	..	..	..	..	1	2
Derailments,	..	4	..	..	..	..	..	4
At Stations,	..	..	..	..	..	2	..	2
Other Causes:								
Account Machinery,	..	1	..	..	4	..	4	1
Handling Freight and Material,	..	2	..	..	..	8	..	10
Struck while on Track,	..	..	1	..	..	2	1	2
Others,	..	15	.	3	1	11	1	29
Total,	4	89	1	5	5	27	10	121

PASSENGERS AND OTHERS.

Kind of Accident.	Passengers Killed.	Passengers Injured.	Trespassers Killed.	Trespassers Injured.	Others not Trespassing Killed.	Others not Trespassing Injured.	Total Killed.	Total Injured.
Derailments,	..	..	1	..	..	..	1	.
At Highway Crossings,	..	..	..	..	1	3	1	3
At Stations,	..	1	2	..	..	..	2	1
Other Causes:								
Struck while on Track,	..	..	4	6	..	..	4	6
Jumping on and off Trains,	1	5	..	1	..	1	1	7
Others,	..	..	..	5	..	3	..	8
Total,	1	6	7	12	1	7	9	25

Characteristics of Road.

Working Divisions or Branches.			Alignment.			Profile.						
							Ascending grades.			Descending grades.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	No.	Sum of Ascents. Feet.	Ag. length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Ag. length of Descending Grades. Miles.
Eastern Division:												
Boston,	East Hartford,	113.81	150	38.12	75.69	17.24	23	189.3	49.68	24	1,845	46.98
Dedham Junc.,	Dedham,	1.53	3	.96	.57	....	..	....	....	..	....	....
Western Division:												
East Hartford,	Hopewell Junc.,	101.15	193	46.88	54.27	17.74	13	190.2	43.60	13	1,714	39.81
Wicopee,	Fishkill Landing,	1.71	6	.97	.74	.56	..	....	....	1	63	1.15
Hartford Freight	Branch,	.67	3	.32	.35	.67	..	...	....	..	....	....
Fishkill Landing,	Newburgh,	.79	Transfer	Boat.	....	....	..	....	....	..	....	....
Providence Div.:												
Providence,	Willimantic,	58.32	59	25.99	32.33	9.76	5	73.7	24.56	4	515	23.00
Dorrance St. Track,	Providence,	.62	5	.10	.52	.38	..	....	....	1	4	.24
Woonsocket Div.:												
Cook St., Newton,	Woonsocket,	28.62	30	6.96	21.66	6.86	10	42.3	11.69	10	372	10.07
R. I. & Mass. Bh.:												
Franklin,	Valley Falls,	13.60	29	4.72	8.88	2.82	6	8.4	2.71	6	292	8.07
Southbridge Bh.:												
E. Thompson,	Southbridge,	17.36	39	7.74	9.62	6.18	6	20.2	6.09	5	197	5.09
Nor. & Wor. Div.:												
Allyn's Point,	Worcester,	66.16	107	22.48	43.68	13.78	14	14.3	11.72	16	624	40.66
Rockville Branch:												
Vernon,	Rockville,	4.43	10	1.49	2.94	.08	1	14.6	2.66	1	74	1.69
Springf'd Branch:												
East Hartford,	Junc. B. & A. R. R.,	27.48	27	4.94	22.54	5.31	15	20.5	7.38	15	327	14.79
Junc. B. & A. R. R.,	Spring St., Spfd.,	1.20	1	.10	1.10	....	1	10.0	1.20	..	....	....
Melrose,	West St., Rockv'le,	7.22	13	2.01	5.21	2.73	3	20.8	3.38	3	45	1.11
Milford Branch:												
Franklin,	Ashland,	19.97	50	8.00	11.97	....	..	....	....	..	....	....
Total, . .	.....	464.64	725	171.78	292.07	84.11	97	604.3	164.67	99	6,072	192.66

Characteristics of Road.— *Continued.*

Bridges:	
Number Stone,	48
Number Iron,	83
Number Wooden,	130
Trestles:	
Number,	42
Aggregate length,	12,171 feet.
Tunnels:	
Number,	4
Maximum length,	340 feet.
Minimum length,	264 feet.
Aggregate length of all Tunnels,	994 feet.
Gauge of Track,	4 feet 8½ inches.
Telegraph:	
Operated by Western Union Telegraph Company,	458 miles of line.
Operated by Western Union Telegraph Company,	2,967 miles of wire.

Questions for General Information.

1. What provision, if any, has been made by this road for the Payment of its Funded Debt? None.

2. What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

Part of expense of Providence Union Passenger Station owned jointly by Providence & Worcester and Boston & Providence Railroad Companies.

Part of expense of Worcester Union Passenger Station owned by Boston & Albany Railroad Company.

Rent of Part of Boston Passenger Terminal owned by heirs of T. F. Richardson.

Accommodations at Ashland owned by Boston & Albany Railroad Company.

All charged to Operating Expense.

3. Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Trunk Line Association.

Board of Presidents of New England Roads.

New England Freight and Passenger Committees.

Sound Line Association.

4. Name all the Companies, commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

Erie Despatch Line. Erie & New England Line. Erie & New England Lake and Rail Despatch. Star Union Line. Empire Line. Great Southern Despatch Line. Atlantic Coast Line. Richmond & Danville Despatch. Seaboard Despatch. Anchor Line. Commercial Express Line.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK, }

We, the undersigned, William P. Shinn, Vice-President, and W. H. Dudley, Auditor, of the New York & New England Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WILLIAM P. SHINN,
Vice-President.
W. H. DUDLEY,
Auditor.

Subscribed and sworn to before me, this twelfth day of September, 1889.

JAMES W. PERKINS,
Justice of the Peace.

NEW YORK, NEW HAVEN & HARTFORD R. R. CO.

History.

1. Name of common carrier making this report? The New York, New Haven & Hartford R. R. Co.

2. Date of organization? August 6, 1872.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Connecticut and Massachusetts.

The date of the organization of the New York, New Haven & Hartford R. R. Co. was August 6, 1872. Said Company was organized under the laws of the States of Connecticut and Massachusetts.

See An Act in addition to an Act entitled "An Act concerning Communities and Corporations," Conn. Pub. Acts, 1871, Chap. 129.

An Act concerning bequests of Stock of the New York & New Haven R. R. Co., and the Hartford & New Haven R. R. Co., Conn. Pub. Acts, 1871, Chap. 144.

An Act in addition to an Act concerning Communities and Corporations, Conn. Pub. Acts, 1871, Chap. 132.

An Act to authorize the Hartford & New Haven R. R. Co. to consolidate with the New York & New Haven R. R. Co., Mass. Laws, 1872, Chap. 171.

Resolution amending the charter of the New York, New Haven & Hartford R. R. Co., Conn. Private Acts 1873 p. 6.

Amending the charter of the New York, New Haven & Hartford R. R. Co., Conn. Private Acts, 1874, p. 74.

Amending the charter of the New York, New Haven & Hartford R. R. Co., Special Laws of Conn., Vol. VIII., p. 411.

Providing for bridge at railroad crossing at Asylum street, Hartford, Special Laws of Conn., Vol. IX., p. 1026.

Concerning Union Depot at New London, Special Acts of Conn., 1885, p. 115.

Concerning bridge of the Shore Line Railway at Lyme, Special Acts of Conn., 1887, p. 509.

Amending the charter of the New York, New Haven & Hartford R. R. Co., Special Laws of Conn., 1889, p. 1298.

Amending substitute for Senate Joint Resolution No. 23 of the January Session, 1889, Special Laws of Conn., 1889, p. 1359.

Providing for increased station facilities at Niantic, Special Laws of Conn., 1889, p. 1349.

Providing for a Union Depot in Waterbury, and for the elimination of certain grade crossings, Special Laws of Conn., 1889, p. 1118.

The New York, New Haven & Hartford R. R. Co. was formed by a consolidation of the Hartford & New Haven R. R. Co. with the New York & New Haven R. R. Co.

For the charter and amendments thereof, of the Hartford & New Haven R. R. Co.,

See Resolve incorporating the Hartford & New Haven R. R. Co., Conn. Private Acts, 1836.

In addition, Conn. Private Acts, 1836.

Extending to the Hartford & New Haven R. R. Co. three years, etc., to complete said railroad, Conn. Private Acts, 1838, p. 47.

Resolution *de* Hartford & New Haven R. R. Co., Conn. Private Acts, 1839, p. 79.

Authorizing the Hartford & New Haven R. R. Co. to hold steamboats, Conn. Private Acts, 1839, p. 81.

Hartford & New Haven R. R., Conn. Private Acts, October, 1842, p. 14.

Changing name of Hartford & New Haven R. R. Co., etc., Private Laws of Conn., Vol. IV., pp. 109, 967.

Granting to the Hartford & New Haven R. R. Co. power to extend the Middletown Branch Road to Connecticut River, Conn. Private Acts, 1851, p. 158.

Authorizing the Hartford & New Haven R. R. Co. to increase its capital stock, Private Acts of Conn., Vol. IV., p. 903.

An Act authorizing the Hartford & New Haven R. R. Co. to increase their capital stock, Mass. Laws, 1852, Chap. 87.

Authorizing Hartford & New Haven R. R Co. to increase its capital stock, Conn. Private Acts, 1857, p. 847.

An Act repealing part of the 87th Chapter of the Acts of the year 1852, Mass. Laws, 1868, Chap. 355.

Empowering the Hartford & New Haven R. R. Co. to increase its capital stock, Conn. Private Acts, 1869, p. 15.

Authorizing the Hartford & New Haven R. R. Co. to construct a branch road in the town of Meriden, Conn., Private Acts, 1870, p. 4.

Previous to the time when the Hartford & New Haven R. R. Co. was consolidated with the New York & New Haven R. R. Co. the former Company had been consolidated with other Companies as follows:

(1.) In the year 1847, with the Hartford & Springfield R. R. Co.

(See Conn. Private Acts, 1835; do. 1838; do. 1839; do. 1840; do. 1841; do. 1843; Mass. Laws, 1839, Chap. 101; do. 1841, Chap. 78; do. 1844, Chap. 28; do. 1845, Chap. 48; do. 1847, Chap. 844.)

(2.) In the year 1850 with the Branch Company. (See Conn. Private Acts, 1845, p. 79.)

(3.) In the year 1850 with the Middletown R. R. Co. (See Conn. Private Acts, 1844, p. 58; do. 1840, p. 115.)

(4.) In the year 1861 with the Middletown Extension R. R. Co. (See Conn. Private Acts, 1857, p. 248; do. 1859, p. 152.)

(5.) In the year 1865 with the New Britain & Middletown R. R. Co. (See Conn. Private Acts, 1852, p. 103; do. 1854, p. 245; do. 1856, p. 172; do. 1858, page 126; do. 1860, p. 97; do. 1862, p. 96; do. 1864, p. 158.)

(6.) In the year 1871 with the Windsor Locks & Suffield R. R. Co. (See Conn. Private Acts, 1808, page 247; do. 1809, p. 34.)

For the charter, and amendments thereof, of the New York & New Haven R. R. Co.:

See Incorporating the New York & New Haven R. R. Co., Conn. Private Acts, 1844, p. 59.

Extending time for expending money on the New York & New Haven R. R., Conn. Private Acts, 1844, p. 116.

Amending charter of the New York & New Haven R. R. Co., Conn. Private Acts, 1846, p. 102.

An Act amending an Act entitled "An Act in relation to the New York & Harlem R. R. Co.," passed May 7, 1840, and the Acts amending the same, Laws of New York, 1848, p. 238.

Authorizing the New York & New Haven R. R. Co. to issue bonds under certain restrictions, Conn. Private Acts, 1855, p. 204.

Authorizing Directors of the New York & New Haven R. R. Co. to settle and compromise claims, etc., Conn. Private Acts, 1855, p. 207.

Relating to the station of the New York & New Haven R. R. Co. in the city of New Haven, Conn. Private Acts, 1866, page 194.

Authorizing increase of capital stock of the New York & New Haven R. R. Co., Conn. Private Acts, 1866, p. 206.

Amending the charter of the New York & New Haven R. R. Co., Conn. Private Acts, 1867, p. 364.

Relating to the New York & New Haven R. R. Co., Conn. Private Acts, 1867, p. 277.

Resolution empowering the New York & New Haven R. R. Co. to increase its capital stock, Conn. Private Acts, 1868, p. 346.

Amending charter of the New York & New Haven R. R. Co., Conn. Private Acts, 1869, p. 281.

Concerning the bridges over the Ousatonic River, Conn. Private Acts, 1869, p. 200.

Authorizing the New York & New Haven R. R. Co. to erect new bridges across the Housatonic River and Norwalk River, Conn. Private Acts, 1870, p. 76.

At the time of the consolidation of the Hartford & New Haven R. R. Co. with the New York & New Haven Company, the latter Company was the lessee in perpetuity of the railroad of the Shore Line Railway. (See Conn. Private Acts, 1864, p. 174; do. 1856, p. 176; do. 1868, p. 353; do. 1868, p. 380; do. 1870, p. 166; Special Laws of Conn., Vol. VI., p. 919.

Since the consolidation of the Hartford & New Haven R. R. Co. with the New York & New Haven R. R. Co., the consolidated Company became and is now the lessee,—

(1.) For 99 years from the first day of October, 1873, of the railroad of the Harlem River & Port Chester R. R. Co. (See Laws of New York, 1866, Chap. 763; do. 1869, Chap. 788; do. 1871, Chap. 605; do. 1873, Chap. 48.)

(2.) For 99 years from the 30th day of September, 1882, of the railroad of the Boston & New York Air Line R. R. Co. (See Special Laws of Conn., Vol. VII, p. 835; do. Vol. VIII, pp. 17, 34, 228.)

(3.) For 99 years from the first day of April, 1887, of the railroad of the Stamford & New Canaan R. R. Co. (See Conn. Private Acts, 1882, p. 682.)

(4.) For 99 years from the first day of April, 1887, of the railroad of the Naugatuck R. R. Co. (See Private Laws Conn., Vol. IV, pp. 944, 949, 950, 951, 952; do. Vol. V, pp. 75, 755; Special Laws of Conn., Vol. VI, pp. 8, 9, 23, 293, 709, 874.)

(5.) For 99 years from the first day of April, 1887, of the railroad of the New Haven & Northampton Company. (See Private Laws of Conn., Vol. I, p. 308; do. Vol. IV, pp. 982, 983, 984, 985; do. Vol. V, pp. 400, 724; Special Laws of Conn., Vol. VI, pp. 217, 733; do. Vol. VII, pp. 867, 871, 987; do. Vol. VIII, pp. 296, 419, 420; Massachusetts Special Acts, Vol. VII, pp. 675, 691; do. Vol. IX, pp. 546, 561, 720, 767, 773; do. Vol. X, p. 552; do Vol. XI, p. 296; do. Vol. XII, pp. 85, 736; do. Vol. XIII, p. 484; Mass. Laws, 1879, Chap. 99; do. 1880, Chap. 26; do. 1881, Chap. 49.)

(6.) For 99 years from the first day of April, 1887, of the railroad of the Hartford & Connecticut Valley R. R. Co. (See Special Laws of Conn., Vol. VIII, pp. 348, 420; Conn. Special Acts, 1881, p. 803; do. 1882, pp. 614, 679.)

For date and authority for each consolidation see above.

4. If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same. The

New York & New Haven R. R. Co., and the Hartford & New Haven R. R. Co. (See references to charters in statement No. 3.)

5. Date and authority for each consolidation? (See statement No. 3.)

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
George N. Miller,	New York,	Dec. 19, 1889.
Wilson G. Hunt,	New York,	Dec. 19, 1889.
E. H. Trowbridge,	New Haven, Conn.,	Dec. 19, 1889.
Wm. D. Bishop,	Bridgeport, Conn.,	Dec. 19, 1889.
Nathaniel Wheeler,	Bridgeport, Conn.,	Dec. 19, 1889.
Henry C. Robinson,	Hartford, Conn.,	Dec. 19, 1889.
Edward M. Reed,	New Haven, Conn.,	Dec. 19, 1889.
George H. Watrous,	New Haven, Conn.,	Died July 5, 1889.
Charles P. Clark,	New Haven, Conn.,	Dec. 19, 1889.
Joseph Park,	New York,	Dec. 19, 1889.
Chauncey M. Depew,	New York,	Dec. 19, 1889.
Henry S. Lee,	Springfield, Mass.,	Dec. 19, 1889.
William Rockefeller,	New York,	Dec. 19, 1889.

Total number of stockholders at date of last election? 3,552.

Date of last meeting of stockholders for election of directors? December 19, 1888.

Give post-office address of general office? New Haven, Conn.

Give post-office address of operating office? New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Charles P. Clark,	New Haven, Conn.
Vice-President,	Edward M. Reed,	New Haven, Conn.
Secretary,	William D. Bishop, Jr.,	Bridgeport, Conn.
Treasurer,	William L. Squire,	New Haven, Conn.
Ex. Secretary,	William E. Barnett,	New Haven, Conn.
Chief Engineer,	F. S. Curtis,	New Haven, Conn.
Comptroller,	H. M. Kochersperger,	New Haven, Conn.
Gen. Pass. Agent,	C. T. Hempstead,	New Haven, Conn.
Gen. Ticket Agent,	J. N. States,	New Haven, Conn.
Gen. Sup't.,	O. M. Shepard,	New Haven, Conn.
Div. Sup't.,	W. H. Turner,	New York, N. Y.
Div. Sup't.,	C. S. Davidson,	Hartford, Conn.
Div. Sup't.,	E. G. Allen,	New Haven, Conn.
Div. Sup't.,	W. A. Waterbury,	New Haven, Conn.
Div. Sup't.,	C. N. Yeamans,	New Haven, Conn.
Div. Sup't,	G. W. Beach,	Waterbury, Conn.
Div. Sup't.,	J. V. A. Trumbull,	Hartford, Conn.

Property Operated.

Name of every railroad the operations of which are included in the Income Account? Page 278.

1. Main Line Owned.
2. Branch Line Owned.
3. Line Operated under Lease.
4. Line Operated under Contract.
5. Line of Proprietary Companies:
   a. All of whose Capital Stock is Owned by this Company.
   b. Part of whose Capital Stock is Owned by this Company.
6. Line Operated under Trackage Rights.

	Name.	From—	To—	Miles of line for each road named.	Miles of line for each class of roads named.
1	N. York, N. Haven & Hart.,	Woodlawn, N. Y.,	Springfield, Mass.,	122.44	122.44
2	" " "	Belle Dock, N. H.,	Shore L. Jct., N. H.	1.00	
	" " "	Windsor L., Conn.,	Suffield, Conn.,	4.32	
	" " "	N. Britain, Conn.,	Berlin, Conn.,	3.18	
	" " "	Berlin, Conn.,	Middletown, Conn.,	9.70	
	" " "	Freight Branch,	Hartford, Conn.,	.84	
					19.04
3	Shore Line. . . .	Shore L. Jct., N. H.,	N. London, Conn.,	48.53	
	Naugatuck, . . .	Naug. Jct., Conn.,	Winsted, Conn.,	56.55	
	Colchester, . . .	Turnerville, Conn.,	Colchester, Conn.,	3.59	
					108.67
4	Holyoke & Westfield, .	Westfield, Mass.,	Holyoke, Mass.,	10.32	10.32
5	*a.* Harl. River & P. Chester,	Harlem River, N. Y.	N. Rochelle, N. Y.,	11.50	
	Stamford & New Canaan,	Stamford, Conn.,	N. Canaan, Conn.,	7.66	
*	Hartford & Conn. Valley,	Hartford, Conn.,	Fenwick, Conn.,	46.20	
				65.36	
	b. Boston & N. Y. Air Line,	New Haven, Conn.,	Air Line Jct., Willimantic, Conn.,	51.50	
	N. Haven & N'hampton Co.	" "	Conway Jct., Mass.	94.64	
	" " "	Farmington, Conn.,	N. Hartford, Conn.,	14.09	
	" " "	N'hampton, Mass.,	Williamsburg, Mass.	7.51	
	" " "	Deerfield, Mass,	Turner's F'ls, Mass.	10.07	
	Watertown & Waterbury,	Waterbury, Conn.,	Watertown, Conn.,	4.44	
					247.61
				182.25	
					†508.08
6	New York & Harlem, .	Woodl'n Jct., N. Y.,	G. Cent. D'pt, N. Y.	12.03	
	Fitchburg, . . .	Conway Jct., Mass.,	Shellb'e F'ls, Mass.,	4.67	
	New York & N. England,	Air Line Jct., Willimantic, Conn.,	Willimantic, Conn.,	1.11	17.81
	Total, . . .	.....	.....	.....	525.89

* 798,400 of $799,200 capital stock owned by the New York, New Haven & Hartford R. R. Co.
† Total road operated by New York, New Haven & Hartford R. R. Co.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common, .	$100.00	$15,500,000	$15,500,000	$250.00	$230.00	10 p. ct.	$1,550,000

Capital Stock — *Continued.*

Manner of payment for Capital Stock.	Number of Shares.	
Issued for stock of New York & New Haven R. R. $9,000,000, and Hartford & New Haven R. R., $6,500,000, . .	155,000	$15,500,000.00

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
First Mortgage,	June, 1883	June 1, 1903	$5,000,000	$2,000,000	$2,000,000	$2,047,971.09

Rate of Interest.	Interest — When Payable.	Interest Accrued during Year.	Interest Paid during Year.
4 per cent.	June and December,	$80,000.00	$80,000.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, . .	$2,000,000.00	$2,000,000.00	$80,000.00	$80,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash, ...	$542,851.93	Loans and Bills Payable,	$3,175,000.00
Bills Receivable, . .	56,967.00	Audited Vouchers and Accounts, . .	334,707.16
Due from Agents, . .	88,616.41	Wages and Salaries, .	64,475.65
Due from solvent companies and individuals,	210,248.37	Net traffic balances due to other Companies,	93,495.38
* Other Cash Assets, .	2,339,784.34	Dividends not called for,	3,556.50
Balance — Current Liabilities, . . .	766,087.63	Rentals due July 1, and accrued not yet payable,	333,320.99
Total, . . .	$4,004,555.68	Total, . . .	$4,004,555.68

* Materials and supplies on hand, $703,577.01.

Recapitulation.

a For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroad.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . (p. 274),	$15,500,000.00	$15,500,000.00	141.48	$109,556.12
Bonds (p. 275), .	2,000,000.00	2,000,000.00	141.48	14,136.27
Total, . .	$17,500,000.00	$17,500,000.00	141.48	$123,692.39

Explanatory Remarks. — The bonds outstanding are a mortgage on 122.44 miles only.

b For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (page 278):

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road.	
					Miles.	Amount.
N. Y., N. H. & Hart.,	$15,500,000.00	$2,000,000	$772,754.30	$18,272,754.30	141.48	$129,154.33
B. & N. Y. Air Line,	3,861,180.88	502,000		4,363,180.88	51.50	84,721.96
Colchester, . .	25,000.00	25,000		50,000.00	3.59	13,927.58
Har. Riv. & P. Chester,	42,550.00	3,000,000		3,042,550 00	11.50	264,569 57
Shore Line, . .	1,000,000.00	200,000	Information	1,200,000.00	48.53	24,726.97
Stam. & New Canaan,	99,877.46		is not in pos-	99,877.46	7.66	13,038.83
Naugatuck, . .	2,000,000.00	150,000	session of this	2,150,000.00	56 55	38,019.45
Water'n & Waterbury,	118,200.00	19,000	Company.	137,200.00	4.44	30,900 90
Hart. & Conn. Valley,	799,200.00			799,200.00	46.20	17,298.70
N. H. & Northampton,	2,460,000.00	3,900,000		6,360,000.00	126.31	50,352 31
Holyoke & Westfield,	260,000.00	260,000		520,000.00	10.32	50,387.60
Total, . .	$26,166,008.34	$10,056,000	.....	$36,994,762 64	508.08	$72,812 87

Permanent Improvements for the Year.

Item.	Expenditures during the Year.			Differences or Net Additions to Property, etc.
	Included in Operating Expenses.	Not included in Operating Expenses.	Total Expenditures.	
Construction:				
Other Real Estate,	.....	522,193.41	522,193.41	522,193.41
Bridges and Trestles,	92,864.64	226,436.22	319,300.86	319,300.86
Rails,	.....	55,903.39	55,903.39	55,903.39
Ties,	.....	25,770.06	25,770.06	25,770.06
Other Superstructure,	.....	150,499.88	150,499.88	150,499.88
Buildings, Furniture, and Fixtures,	95,824.21	171,907.58	267,731.79	267,731.79
Sidings and Yard Exten's,	116,602.53	45,991.95	162,594 48	162,594.48
Road built by contract,	.....	172,313.01	172,313.01	172,313.01
Other items,	52,619.50	48,453.23	101,072.73	101,072.73
Total Construction,	357,910.88	1,419,468.73	1,777,379.61	1,777,379.61
Equipment:				
Locomotives,	6,984.54	28,780.55	35,765.09	35,765.09
Passenger Cars,	76,326.87	*1,043.92	75,282.95	75,282.95
Sleeping, Parlor, and Dining Cars,	803.60	188,567.89	189,371.49	189,371.49
Baggage, Express, and Postal Cars,	10,901.98	*2,745.81	8,156.17	8,156.17
Combination Cars,	9,128.33	17,104.52	26,232.85	26,232.85
Freight Cars,	.....	66,644.42	66,644.42	66,644.42
Other Cars of all classes,	328.29	.....	328.29	328.29
Floating Equipment,	.....	66,815.57	66,815.57	66,815.57
Total Equipment,	104,473.61	364,123.22	468,596.83	468,596.83
Grand Total, $	462,384.49	1,783,591.95	2,245,976.44	2,245,976.44

* Deduction arising from classification of accounts at the end of the fiscal year of the Company September 30th, instead of June 30th.

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.
Construction,	$15,502,008.61	$1,419,468.73	$16,921,477.34
Equipment,	2,926,371.87	364,123.22	3,290,495.09
Total,	$18,428,380.48	$1,783,591.95	$20,211,972.43

Income Account.

Gross Earnings from Operation (p. 279),	$10,166,430.84	
Less Operating Expenses (p. 282),	7,089,939.74	
Income from operation,		$3,076,491.10
Miscellaneous Income — less Expenses — (p. 280),	161,681.26	
Income from Other Sources,		161,681.26
Total Income,		$3,238,172.36
Deductions from Income:		
Interest on Funded Debt — accrued — (p. 275),	80,000.00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	91,240.90	
Rentals, including Tracks, Yards, and Terminals (p. 282), *a* and *b*,	906,034.82	
Taxes,	498,913.37	
Total Deductions from Income,		1,576,189.09
Net Income,		$1,661,983.27
Dividends 10 per cent., common stock,	1,550,000.00	
Sundry accounts charged off,	76,585.46	
Total,		1,626,585.46
Surplus from Operations of Year ending June 30, 1889,		$35,397.81
Surplus on June 30, 1888,		3,478,423.61
Surplus on June 30, 1889,		$3,513,821.42

Earnings from Operation.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger Revenue,	$5,189,254.95		
Less Repayments:			
Tickets redeemed,		$16,945.62	
Excess Fares refunded,		24,929.80	
Total Deductions,		$41,875.42	
Total Passenger Revenue,			$5,147,379.53
Mail,			237,144.19
Express,			276,895.13
Extra Baggage and Storage,			33,340.13
Other Items:			
Special Trains, etc.,			40,337.57
Drawing-room and Sleeping Cars,			187,653.83
Total Passenger Earnings,			$5,922,750.38
Freight:			
Freight Revenue,	4,125,900.93		
Less Repayments:			
Overcharge to shippers,	$16,773.15		
Total Deductions,		$16,773.15	
Total Freight Revenue,			4,109,127.78
Other Items, Storage, Wharfage, etc.,			28,296.51
Total Freight Earnings,			$4,137,424.29
Total Pass. and Freight Earnings,			10,060,174.67
Other Earnings from Operation:			
Rentals not otherwise provided for,			$54,313.34
Hoisting,			51,942.83
Total Other Earnings,			106,256.17
Total Gross Earn'gs from Operat'n,			$10,166,430.84

Bonds Owned.

Name.	Total Amount Held.	Rate.	Income or Interest Received.
New Haven & Northampton Co.,	$361,852.50	2.93	$10,595.00
New York & New England R. R. Co.,	112,918.10	6.24	7,050.00
Harlem River & Port Chester R. R. Co.,	69,872.17	4.52	3,160.00
Watertown & Waterbury R. R. Co.,	5,000.00	.....	.....
Total,	*$549,642.77	3.78	$20,805.00

* Included in Current Assets (p. 275), as "Other Cash Assets."

Stocks Owned.

Shares.	Name.	Par Value.	Total Amount Held.	Rate.	Income or Dividend Received.
1010	Boston & New York Air Line R. R. Co.,	$101,000.00	$89,083.25	4.53	$4,040.00
998	Stamford and New Canaan R. R. Co.	99,800.00	99,877.46	4.00	4,000.00
1298	New Haven & Northampton Co.,	1,229,800.00	297,385.86	4.14	12,298.00
250	Conn. & Passumpsic Rivers R. R. Co.,	25,000.00	25,000.00	5.00	1,250.00
4994	Vermont Valley R. R. Co.,	249,700.00	242,320.00	6.18	14,982.00
4255	Har. Riv. and Pt. Chester R. R. Co.,*	42,250.00	42,250.00	.....	.....
7983	Hartford & Connecticut Valley R. R. Co.,	798,300.00	985,025 00	3.24	31,936.00
200	Watertown & Waterbury R. R. Co.,	9,500.00	7,600.00	8.96	681.15
95	Stockbridge & Pittsfield R. R. Co.,	10,000.00			
40	New York Transfer Co.,	4,000.00	1,600.00	13.75	220.00
....	Total,	$2,569,350.00	†1,790,141.57	3.87	$69,407.15

* Only $10 per share paid.

† Included in Current Assets (p. 275), as "Other Cash Assets."

Miscellaneous Income.

Rents,	$66,591.05
Interest on Loans, deposits and Cash Assets,	95,090.21
Total,	$161,681.26

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structure:			
Repairs of Roadway,	$522,538.16	$257,369.54	$779,907.70
Renewals of Rails,	96,252.58	47,407.99	143,660.57
Renewals of Ties,	124,750.85	61,444.45	186,195.30
Repairs of Bridges and Culverts,	136,316.55	66,842.49	203,159.04
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	24,236.97	11,937.62	36,174.59
Repairs of Buildings,	129,662.52	56,676.99	186,339.51
Repairs of Docks and Wharves,	.....	42,001.42	42,001.42
Other Expenses,	9,434.55	4,646.88	14,081.43
Total,	1,043,192.18	548,327.38	1,591,519.56
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	210,306.65	141,227.40	351,534.05
Repairs and renewals of Passenger Cars,	331,872.90	.....	331,872.90
Repairs and renewals of Freight Cars,	.....	220,393.52	220,393.52
Repairs and Renewals of Ferry-Boats, Tugs, Floats, and Barges,	....	44,958.87	44,958.87
Shop Machinery, Tools, etc.,	25,782.65	11,206.39	36,989.04
Other Expenses,	26,232.71	12,920.59	39,153.30
Total,	594,194.91	430,706.77	1,024,901.68
Conducting Transportation:			
Wages of Enginemen, Firemen, and Roundhousemen,	306,611.87	181,486.09	488,097.96
Fuel for Locomotives,	367,079.27	251,925.54	619,004.81
Water supply for Locomotives,	27,818.78	13,701.80	41,520.58
All other supplies for Locomotives,	33,664.02	19,822.02	53,486 04
Wages of other Trainmen,	342,833.36	365,936.58	708,769.94
All other train supplies,	29,950.97	11,618.04	41,569.01
Wages of Switchmen, Flagmen, and Watchmen,	80,244.66	89,506.60	169,751.26
Expense of Telegraph, including Train Dispatchers and Operators,	27,287.24	37,316.67	64,603.91
Wages of Station Agents, Clerks, and Laborers,	181,016.52	562,513.11	743,529.63
Station supplies,	43,423.54	23,337.32	66,760.86
Car Mileage — Balance,	.....	119,222.46	119,222.46
Loss and Damage,	5,122.04	11,256.71	16,378.75
Injuries to Persons,	46,070.72	23,403.65	69,474.37
Barges, Floats, Tugs, Ferry-Boats, expenses of, including Wages, Fuel, and supplies,	.....	170,658.84	170,658.84
Other Expenses,	278,919.41	90,330.50	369,249.91
Total,	$1,770,042.40	1,972,035.93	3,742,078.33

Operating Expenses.—*Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers,	$103,769.94	$64,111.07	$167,881.01
Salaries of Clerks,	51,619.99	25,424.78	77,044.77
General Office Expenses and Supplies,	14,927.53	7,352.37	22,279.90
Advertising,	18,044.26	.....	18,044.26
Insurance,	1,539.32	3,268.55	4,807.87
Expense of Traffic Associations,	.....	496.37	496.37
Rentals not otherwise provided for,	168,336.10	17,176.74	185,512.84
Legal Expenses,	77,287.50	38,286.88	115,574.38
Stationery and Printing,	29,637.23	21,395.25	51,032.48
Other General Expenses,	59,473.41	29,292.88	88,766.29
Total,	524,635.28	206,804.89	731,440.17
Recapitulation of Expenses:			
Maintenance of Way and Structure,	1,043,192.18	548,327.38	1,591,519.56
Maintenance of Equipment,	594,194.91	430,706.77	1,024,901.68
Conducting Transportation,	1,770,042.40	1,972,035 93	3,742,078.33
General Expenses,	524,635.28	206,804.89	731,440.17
Grand Total,	$3,932,064.77	3,157,874.97	7,089,939.74

Percentage of operating expenses to earnings, 69.7.

Rentals Paid.

a Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Har. River & Port Chester,	$170,000.00	.....	.....	$170,000.00
Stamford & New Canaan,	.....	$4,000.00	.....	4,000.00
Naugatuck,	4,000.00	.....	$200,000 00	204,000.00
Shore Line,	.....	.....	100,000.00	100,000.00
Hartford & Conn. Valley,	.....	32,016.00	.....	32,016.00
Boston & N. Y. Air Line,	25,000.00	119,920.00	.....	144,920.00
Colchester,	1,750.00	.....	.....	1,750.00
N. Haven & Northampton,	201,500.00	24,600.00	.....	226,100.00
Holyoke & Westfield,	14,000.00	.....	9,248.82	23,248.82
Total,	$416,250.00	$180,536.00	$309,248.82	$906,034.82

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 278) —	$16,921,477.34	Capital Stock (p. 274),	$15,500,000.00
Cost of Equipm'nt (p. 278),	3,290,495.09	Funded Debt (p. 275),	2,000,000.00
Bonds of other Companies owned* (p. 280), — $549,642.77		Current Liabilities (page 275),	766,087.63
Stocks of other Companies owned* (p. 280), —1,790,141.57		Accrued Interest on Funded Debt not yet payable,	6,666.67
Lands owned,	871,026.28	Profit and Loss,	3,513,821.42
Other Assets:			
Materials and Supplies,	703,577.01		
Total,	$21,786,575.72	Total,	$21,786,575.72

* Classed by Company as "Current Assets" and so reported on page 275, as "Other Cash Assets."

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Operation (p. 278),	$3,076,491.10	Interest on Funded Debt paid (p. 275),	$80,000.00
From other sources (p. 280),	161,681.26	Other Interest paid,	91,240.90
Increase in Current Liabilities,	1,465,036.16	Rentals (p. 282),	906,034.82
Cash on hand,	91,403.85	Taxes (p. 278),	498,913.37
Cash Assets,	43,681.93	Other Charges against Net Income,	76,585.46
Other Assets,	148,072.20	Dividends (p. 278),	1,500,000.00
		Other Permanent Improvements* (p. 277),	1,419,468.73
		Additional Equipment* (page 277),	364,123.22
Total,	$4,986,366.50	Total,	$4,986,366.50

* Not charged to operating expenses.

Contracts, Agreements, Etc.

Statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or Persons, concerning the transportation of Freight or Passengers, viz.: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies.

1. The Adams Express Company runs over this line. Compensation is based mainly on space in cars occupied by its express matter.

2. This company has no formal contract with the United States government for the transportation of mails, but takes the compensation allowed by law for their transportation.

3. Sleeping, parlor, and dining cars are run on this line, some owned by this Company, some by the Monarch Sleeping-Car Company, some by the Boston & Albany R. R. Co., some by the New York & New England R. R. Co., some by this Company jointly with the Wagner Parlor Car Company, the New York, Providence & Boston R. R. Co., and the Old Colony R. R. Co. The haulage of Monarch cars is compensated for by the haulage of this Company's cars. Car service and other expenses are divided between this Company and the Boston & Albany and New York & New England R. R. Co.'s on the mileage basis; and the receipts and expenses of the Wagner cars are divided in proportion to each company's interest in the cars. When the sleeping and parlor cars are owned by other companies they take the receipts, and when owned by this Company and other companies, receipts are divided in proportion to each company's interest.

4, 5, and 6. This Company has arrangements with its connections for the interchange of freight and passengers whereby it receives in some cases its local rates, and in other cases a proportion of the through rate based on the relative mileage. There also exists a contract (to which this Company is a party) between the rail and water transportation lines between New York and Boston, which regulates rates of freight and passengers.

7. There is no written contract, but an arrangement with the Western Union Telegraph Company, whereby right of way is conceded to it in consideration of telegraphic facilities furnished to the R. R. Co.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage,	Junction with the N. Y. & Harlem R. R. at or near Williams Bridge, N. Y.	The northerly terminus of the N. Y., N. H. & H. R. R. in the city of Springfield, Mass.	122.44	$16,334.53

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	38	$144,662.14	.....
General Office Clerks,	153	124,328.58	$2.62
Station Agents,	176	129,657.28	2.35
Other Station men,	1,370	782,474.39	1.83
Enginemen,	225	284,532.04	4.05
Firemen,	225	150,966.39	2.15
Conductors,	159	170,050.42	3.43
Other Trainmen,	653	372,264.00	1.83
Machinists,	152	111,758.97	2.36
Carpenters,	333	243,151.27	2.35
Other Shopmen,	377	218,975.31	1.87
Section Foremen,	148	96,020.26	2.08
Other Trackmen,	1,834	803,309.40	1.39
Switchmen, Flagmen, and Watchmen,	361	208,501.30	1.85
Telegraph Operators and Dispatchers,	57	38,218.03	2.15
Employees — account Floating Equipment,	125	74,555.77	1.93
All other Employees and Laborers,	605	335,056.04	1.78
Total,	6,991	$4,288,481.59	.....
Distribution of above:			
General Administration,	191	268,990.72	.....
Maintenance of Way and Structures,	1,982	899,329.66	.....
Maintenance of Equipment,	862	573,885.55	.....
Conducting Transportation,	3,956	2,546,275.66	.....
Total,	6,991	$4,288,481.59	.....

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Passeng'rs, number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	12,088,662			
Number of passengers carried one mile,	298,510,162			
Average distance carried,	24.69			
Total passenger revenue,		5,147,379	53	
Average amount received from each passenger,			42	58
Average receipts per passenger per mile,			01	72
Estimated cost of carrying each passenger one mile,			01	31
Passenger earnings per mile of road,		10,131	04	
Passenger earnings per train mile,		1	41	907
Freight Traffic:				
Number of tons carried of freight earning revenue,	3,246,833			
Number of tons carried one mile,	224,508,890			
Average distance haul of one ton,	69.15			
Total freight revenue,		4,109,127	78	
Average amount received for each ton of freight,		1	26	56
Average receipts per ton per mile,			01	83
Estimated cost of carrying one ton one mile,			01	40
Freight earnings per mile of road,		8,087	56	
Freight earnings per train-mile,		1	92	920
Passenger and Freight:				
Passenger and freight earnings,		9,256,507	31	
Passenger and freight earnings per mile of road,		18,218	60	
Expense per mile of road,		13,954	38	
Total earnings per mile of road, including Mails, Express, etc.,		20,009	50	
Number of passenger trains, approximately,	96,724			
Number of freight trains, "	33,165			
Number of mixed trains, "	3,234			
Train Mileage:				
Miles run by passenger trains,	3,594,767			
Miles run by freight trains,	2,032,372			
Miles run by mixed trains,	130,115			
Total mileage trains earning revenue,	5,757,254			
Miles run by switching trains,	879,457			
Miles run by construction and other trains,	425,911			
Grand total train mileage,	7,062,622			

Freight Traffic Movement.

Commodity.	Total Freight Tonnage.	
	Whole Tons.	Per Cent.
Products of Agriculture:		
Grain,	166,407	05.13
Flour,	51,262	01.58
Other Mill Products,	43,929	01.35
Hay,	23,764	00.73
Tobacco,	5,308	00.16
Cotton,	96,088	02.96
Fruit and Vegetables,	48,533	01.49
Products of Animals:		
Live Stock,	37,177	01.15
Dressed Meats,	50,788	01.56
Other Packing-house Products,	6,700	00.21
Poultry, Game, and Fish,	16,458	00.51
Wool,	16,118	00.50
Hides and Leather,	36,678	01.13
Products of Mines:		
Anthracite Coal,	209,246	06.45
Bituminous Coal,	345,845	10.65
Coke,	28,627	00.88
Ores,	428	00.01
Stone, Sand, and other like articles,	109,707	03.38
Products of Forest:		
Lumber,	279,743	08.62
Manufactures:		
Petroleum and other Oils,	34,105	01.05
Sugar,	7,702	00.24
Iron, Pig and Bloom,	116,840	03.59
Iron and Steel Rails,	3,429	00.11
Other Castings and Machinery,	82,450	02.54
Bar and Sheet Metal,	74,375	02.29
Cement, Brick, and Lime,	108,812	03.35
Agricultural Implements,	2,571	00.08
Wagons, Carriages, Tools, etc.,	8,741	00.27
Wines, Liquors, and Beers,	41,020	01.26
Household Goods and Furniture,	26,091	00.80
Merchandise,	214,654	06.61
Miscellaneous:		
Other commodities not mentioned above,	953,237	29.36
Total Tonnage,	3,246,833	100.00

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger,	.....	99	99	Westinghouse	....	.....
Freight,	.....	66	50	"	....	.....
Switching,	.....	34	....	.....	....	.....
Total,	.....	199	149	.....		
Cars in Passenger Service:						
First-class Passenger Cars,	14	365	365	West"e, A.B.	364	Mill. H'ks
					1	Jan. Coup
Combination Passenger Cars	6	46	46	"	46	Mill. H'ks
Dining Cars,	.....	1	1	"	1	"
Parlor Cars,	3	39	39	"	39	"
Sleeping Cars,	1	10	10	"	10	"
Baggage, Express, and Postal Cars,	.....	113	113	"	113	"
Other Cars in Pass. service,	.....	4	4	"	4	"
Total,	24	578	578	West'h'se, A.B.	578	.....
Cars in Freight Service:						
Box Cars,	100	1,395	128	"	78	Mill. H'ks
Flat Cars,	.....	701	....	.....	....	.....
Stock Cars,	.....	5	....	.....	....	.....
Coal Cars,	.....	1,263	....	.....	....	.....
Total,	100	3,364	128	.....	78	.....
Cars in Company's Service:						
Gravel Cars,	.....	406	....	.....	....	.....
Derrick Cars,	.....	11	....	.....	....	.....
Caboose Cars,	.....	57	....	.....	....	.....
Other road Cars,	.....	16	....	.....	....	.....
Total,	.....	490	....	.....	....	.....
Cars contributed to Fast Freight Line Service,	.....	632	....	.....	....	.....
Total Owned,*.	.....	5,964	....	.....	....	.....
Grand Total,	124	5,064	706	.....	656	.....

* Including those acquired through leases of other roads.

In addition to the above the Company owns $\frac{8}{10}$ of 16 drawing-room and 8 sleeping cars in Wagner Shore Line, and $\frac{2}{2}\frac{4}{5}$ of 9 baggage, 7 smoking, 2 postal cars and 15 coaches in Boston & New York Shore Line Express Line.

Mileage.

a Mileage of road operated.

Line in Use.	Main Line Owned.	Branch Line Owned.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track,	122.44	19.04	366.60	17.81	525.89	6.66	519.23
Miles of second track,	122.44	1.00	17.87	12.03	153.34	.....	153.34
Miles of third track, .	9.25	.....	.....	.....	9.25	.....	9.25
Miles of fourth track,	9.25	.....	.....	.....	9.25	.....	9.25
Miles of yard track, sidings, and spurs, .	87.23	11.62	101.13	.....	199.98	140.41	59.57
Total mileage operated (all tracks), . .	350.61	31.66	485.60	29.84	897.71	147.07	750.64

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

1. Mileage operated by road making this report.

State or Territory.	Main Line Owned.	Branch Line Owned.	Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.	Line Operated under Trackage Rights.	Iron Rails.	Steel Rails.
Connecticut, . .	102.45	19.04	283.82	405.31	1.11	6.55	399.87
New York, . .	14.04	.....	11.50	25.54	12.03	.....	37.57
Massachusetts, . .	5.95	.....	71.28	77.23	4.67	.11	81.79
Total mileage operated (single track), .	122.44	19.04	366.60	508.08	17.81	6.66	519.23

2. Mileage owned by road making this report.

State or Territory.	Main Line Owned.	Branch Line Owned.	Total Mileage, Excluding Trackage Rights.	Iron Rails.	Steel Rails.
Connecticut, . . .	102.45	19.04	121.49	1.93	119.56
New York, . . .	14.04	.....	14.04	.....	14.04
Massachusetts, . . .	5.95	.....	5.95	.....	5.95
Total mileage owned (single track), ...	122.44	19.04	141.48	1.93	139.55

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Average Price Per Ton at Distributing Point.
Iron,	64.59	$23.15
Steel,	10,469.93	26.94

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
No. 1,	346,342	$45.2
No. 2,	46,242	20.5
Total,	392,584	....

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Soft Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger,	102,811 618/2000	376	102,999 618/2000	3,664,013	56.22
Freight,	76,074	215 2/8	76,181 1250/2000	2,093,241	72.79
Switching,	18,259	79 6/8	18,298 1750/2000	879,457	41.61
Construction,	7,195	39 2/8	7,214 1250/2000	382,293	37.74
Pay,	870	4 5/8	872 625/2000	43,618	40.00
Total,	205,209 618/2000	714 7/8	205,566 1493/2000	7,062,622	58.21
Average cost at Distributing Point,	$3.00	$2.52	.....	....	.....

Accident to Persons.

EMPLOYEES.

Kind of Accident.	Trainmen Killed.	Trainmen Injured.	Switchmen, Flagmen, and Watchmen Killed.	Switchmen, Flagmen, and Watchmen Injured.	Other Employees Killed.	Other Employees Injured.	Total Killed.	Total Injured.
Coupling and Uncoupling,	1	57	1	1	1	28	3	86
Falling from Trains and Engines,	8	12	1	1	..	8	9	21
Overhead Obstructions,	2	3	..	1	..	1	2	5
Collisions,	..	3	..	..	..	1	..	4
Derailments,	2	6	..	..	..	1	2	7
Other Train Accidents,	1	3	..	4	..	8	1	15
At Highway Crossings,	..	1	..	1	..	..	..	2
At Stations,	..	1	..	..	..	..	..	1
Other Causes,	..	8	..	1	4	27	4	36
Total,	14	94	2	9	5	74	21	177

PASSENGERS AND OTHERS.

Kind of Accident.	Passengers Killed.	Passengers Injured.	Trespassers Killed.	Trespassers Injured.	Others not Trespassing Killed.	Others not Trespassing Injured.	Total Killed.	Total Injured.
Collisions,	..	2	..	..	..	..	..	..
Derailments,	2	41	..	..	..	..	..	..
Other Train Accidents,	1	1	19	14	..	3	19	17
At Highway Crossings,	..	..	5	2	7	8	12	10
At Stations,	..	4	2	4	6	3	8	7
Other Causes,	1	6	42	24	3	3	45	27
Total,	4	54	68	44	16	17	84	61

Characteristics of Road.

Working Divisions or Branches.			Alignment.			Profile.						
							Ascending Grade.			Descending Grade.		
From—	To—	Miles.	No. of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	No.	Sum of Ascents. Feet.	Ag. length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Ag. length of Descending Grades. Miles.
New York Div.:												
W'dlawn Jct., N. Y.	N. Haven, Conn.,	60.75	86	21.65	39.11	7.75	36	709	26.00	35	777	27.00
Harlem River, N. Y.	N. Rochelle, N. Y.,	11.50	18	3.47	8.02	4.49	12	145	4.74	6	74	2.27
Stamford, Conn.,	N. Canaan, Conn.,	7.66	21	3.61	4.05	.44	1	327	7.07	1	4	.15
Hartford Div.:												
N. Haven, Conn.,	Springfield, Mass.,	61.69	53	22.79	38.90	12.37	33	475	27.50	29	341	21.82
Belle Dock,	Shore L. Jct., N. H.	1.00	2	.74	.26	.40	1	14	.60	00	0	.00
Berlin,	New Britain, Conn.	3.18	6	.74	2.44	.18	1	131	2.90	1	1	.10
Berlin,	Middletown, Conn.	9.70	13	4.10	5.60	3.54	8	47	2.04	13	83	4.12
Hart. Freight Bran'h	Hartford, Conn.,	.84	4	.50	.34	.84	0	00	.00	0	0	.00
Windsor Locks,	Suffield, Conn.,	4.32	5	.93	3.39	.75	5	99	2.65	2	17	.92
Air Line Div.:												
Junction, N. Haven,	N. Y. & N. E. Jct., Willimantic, Ct.,	51.50	85	20.11	31.39	4.59	19	1,178	26.61	16	956	20.30
Turnerville,	Colchester, Conn.,	3.59	8	1.02	2.57	.74	4	44	.95	5	85	1.90
Shore Line Div.:												
Junction, N. Haven,	N. London, Conn.,	48.53	65	19.00	29.53	8.83	41	518	18.96	38	532	20.74
Valley Div.:												
Hartford,	Fenwick, Conn.,	46.20	122	15.27	30.93	20.26	19	282	11.15	22	311	14.79
N'thampton Div.:												
N. Haven, Conn.,	Conway Jct., Mass.	94.64	159	24.16	70.48	30.48	57	1,028	37.74	49	800	26.42
Farmington,	N. Hartford, Conn.	14.09	44	7.71	6.38	2.30	12	243	9.33	6	67	2.46
Westfield,	Holyoke, Mass.,	10.32	15	2.05	8.27	3.14	5	190	3.63	2	225	3.55
Northampton,	Williamsb'g, Mass.,	7.51	25	3.20	4.31	.37	3	368	7.14	0	0	.00
South Deerfield,	Turner's F'ls, Mass.	10.07	16	2.14	7.93	4.54	8	81	2.81	5	116	2.72
Naugatuck Div.:												
Junct., N. Y. Div.,	Winsted, Conn.,	56.55	244	31.93	24.62	8.79	64	929	36.50	42	230	11.26
Waterbury,	Watertown, Conn.,	4.44	8	2.46	1.98	.30	5	219	3.84	3	6	.30
Total, . .	.....	508.08	999	187.58	320.50	115.10	334	7,027	232.16	275	4,625	160.82

Characteristics of Road. — *Continued.*

Bridges:	
Number Stone,	132
Number Iron,	218
Number Wooden,	112 exclusive of trestles.
Trestles:	
Number,	71
Aggregate length,	38,250 feet.
Gauge of Track,	4 feet 8½ inches.
Telegraph:	

Owned and operated by Western Union Telegraph Company, 508.08 miles of line.

Questions for General Information.

1. What provision, if any, has been made by this road for the payment of its Funded Debt? None.

2. What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.

Grand Central Depot, N. Y.	New York & Harlem R. R.
Springfield, Mass.	Boston & Albany R. R.
Willimantic, Conn.	New York & New England R. R.
Shelburne Falls, Mass.	Fitchburg R. R.

3. Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Trunk Line Association. Association of Boston and N. Y. lines.

4. Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road.

Star Union Line.	Anchor Line.
West Shore Line.	Western Transit Company.
Red, White & Blue Line.	Traders' Despatch.
Richmond & Danville Despatch.	Commercial Express.
Canada Southern.	Lackawanna.
Seaboard Despatch.	Hoosac Tunnel Line.
Merchants' Despatch.	Nickel Plate Line.
Great Southern Despatch.	Interstate Despatch.
Erie Despatch.	South West Despatch.
Atlantic Coast Despatch.	Great Eastern Fast Freight Line.
Empire Line.	

STATE OF NEW YORK, }
COUNTY OF NEW YORK. } ss.

We, the undersigned, Charles P. Clark, President, and H. M. Kochersperger, Comptroller, of the New York, New Haven & Hartford R. R. Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHARLES P. CLARK,
President.

H. M. KOCHERSPERGER,
Comptroller.

Subscribed and sworn to before me, this 14th day of September, 1889.

FRANK E. HALL,
Notary Public.

NEW YORK, PROVIDENCE & BOSTON RAILROAD CO.

History.

Name of common carrier making this report? New York, Providence & Boston Railroad Company.

Date of organization? Incorporated June, 1832. First meeting, January 28, 1833. Road opened, November 10, 1837.

Under laws of what Government, State, or Territory organized? Chartered by the State of Rhode Island, June, 1832.

If a consolidated company, name the constituent companies? Consolidation of the New York, Providence & Boston Railroad Company, chartered June, 1832 (amendments to the charter in Rhode Island, 1832, 1833, 1840, 1846, 1847, 1848, 1851, 1858, 1862, 1865, 1868, 1872, 1874, 1875, 1876, 1881, 1885, and 1888), and New York & Stonington Railroad Company, chartered, May, 1832.

Amendments to the charter of the New York, Providence & Boston Railroad Company, 1833, 1836, 1838, 1839, 1851, 1858, 1859, 1868, 1875, and 1876.

New London & Stonington Railroad Company, chartered in Connecticut May, 1852, and May, 1854.

Warwick Railroad Company, chartered in Rhode Island, 1873.

Pontiac Branch Railroad Company, chartered in Rhode Island, 1875.

Date and authority for each consolidation? July 1, 1833, the New York, Providence & Boston Railroad Company and the New York & Stonington Railroad Company consolidated under authority from the Legislature of the States of Rhode Island and Connecticut. December, 1864, purchased the New London & Stonington Railroad. July, 1880, purchased the Warwick Railroad. January, 1885, purchased the Pontiac Branch Railroad. All under authority from the Legislatures of the States of Rhode Island and Connecticut.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Samuel D. Babcock,	New York City,	Dec. 11, 1889.
George M. Miller,	New York City,	Dec. 11, 1889.
Nathan F. Dixon,	Westerley, R. I.,	Dec. 11, 1889.
Robert Knight,	Providence, R. I.,	Dec. 11, 1889.
Henry C. Robinson,	Hartford, Conn.,	Dec. 11, 1889.
George Peabody Wetmore,	Newport, R. I.,	Dec. 11, 1889.
John L. Riker,	New York City,	Dec. 11, 1889.
Benjamin N. Lapham,	Providence, R. I.,	Dec. 11, 1889.
J. Walter Wood,	South Orange, N. J.,	Dec. 11, 1889.
J. Pierpoint Morgan,	New York City,	Dec. 11, 1889.
George G. Haven,	New York City,	Dec. 11, 1889.

Total number of stockholders at date of last election? 648.

Date of last meeting of stockholders for election of directors? December 12, 1888.

Give post-office address of general office? Providence, R. I.

Give post-office address of operating office? Providence, R. I.

Officers.

Title.	Name.	Location of Office.
President,	Samuel D. Babcock,	32 Nassau St., N. Y. City.
Vice-President,	George M. Miller,	New York City.
Secretary, Treasurer,	Andrew R. Longley, Jr.,	Providence, R. I.
Chief Engineer,	Edwin P. Dawley,	Providence, R. I.
Auditor,	Oliver W. Cooke,	Providence, R. I.
General Manager,	Jacob W. Miller,	New York City.
General Freight Agent,	John M. Williams,	Providence, R. I.
General Passenger Agent, General Ticket Agent,	Osmond H. Briggs,	Providence, R. I.
Superintendent,	Jeremiah B. Gardiner,	Providence, R. I.

Property Operated.

Name of every railroad the operations of which are included in the income account (p. 300).

1. Main line owned.
2. Branch line owned.
3. Line operated under lease.

Name.	From—	To—	Miles of line for each road named.	Miles of line for each class of roads named.
1 N. Y., Prov. & Boston,	Providence, R. I.,	New London, Conn.	64.00	64.00
2 Warwick,	Auburn, R. I.,	Buttonwoods, R. I.	9.90	....
2 Pontiac Branch,	Auburn, R. I.,	Pontiac, R. I.	4.69	....
2 Harbor Junction Branch,	Auburn, R. I.,	Henderson Street, Providence, R. I.	3.58	18.17
3 Pawtuxet Valley,	Pontiac, R. I.,	Hope, R. I.	....	5.67
		Total Mileage Operated,		87.84

Name of all coal, bridge, canal, or other properties, the profit or loss only from which is included in the general balance sheet (p. 303).

Name.	Character of business.	Title. (Owned, Leased, etc.)	State or Territory.
Harbor Junction Wharf,	Loading and unloading vessels and wharfage.	Owned.	Rhode Island.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$4,000,000.00	$4,000,000.00	$248.	$216.	10 p. cent.	$350,000.00

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash: Common, ...	4,000	$4,000,000.00

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage on Road between Providence, R. I., and Stonington, Conn.,	1869	1899	$1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
1st Mortgage on Road between Stonington, Ct., and Groton, Conn.,	1881	1901	300,000.00	300,000.00	300,000.00	300,000.00
Total,	....	....	$1,300,000.00	1,300,000.00	1,300,000.00	1,300,000.00

Funded Debt.—*Continued.*

Rate of Interest.	Interest—When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.	January and July.	$70,000.00	$70,000.00
4 per cent.	April and October.	12,000.00	12,000.00
.....	....	$82,000.00	$82,000.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, (p. 297),	$1,300,000.00	$1,300,000.00	$82,000.00	$82,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash,	$58,188.22	Loans and Bills Payable,	$709,331.25
Due from Agents,	45,696.17	Audited Vouchers and Accounts,	54,259.85
Net Traffic Balances due from other companies,	48,882.60	Wages and Salaries,	24,556.41
Due from solvent companies and individuals,	35,653.32	Dividends not called for,	1,234.00
Other Cash Assets:*		Matured Interest Coupons Unpaid (including Coupons due July 1st),	795.00
M. Morgan's Sons,	57,012.35	Rentals due July 1st,	900.00
Advance payments of taxes, insurance, and rents,	14,412.57		
Balance—Current Liabilities,	531,231.28		
Total,	$791,076.51	Total,	$791,076.51

*Materials and Supplies on hand, $241,201.11.

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 297),	$4,000,000.00	$4,000,000.00	82.17	$48,679.56
Bonds (p. 297),	1,300,000.00	1,300,000.00	82 17	15,820.86
Total,	$5,300,000.00	$5,300,000.00	82.17	$64,500.42

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account (page 300):

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road.	
					Miles.	Amount.
N. York, Prov. & Boston,	$ 4,000,000.00	1,300,000.00	531,231.28	5,831,231.28	82.17	70,965.45
Pawtuxet Valley, . .	100,900.00	160,000.00	.....	260,900 00	5.67	46,014.11
Total, . . .	$ 4,100,900.00	1,460,000.00	531,231.28	6,092,131.28	87.84	69,354.86

Permanent Improvements for the Year,

Item.	Expenditures during the Year.		Credits, Property and Material Sold.	Differences or Net Additions to Property, etc.
	Not included in Operating Expenses.	Total Expenditures.		
Construction:				
Right of Way, . .	$305,683.95	$305,683.95	.....	$305,683.95
Thames River Bridge Approaches, . . .	145,938.66	145,938.66	.....	145,938.66
Bridges and Trestles, .	507,813.90	507,813.90	.....	507,813.90
Second Track, . . .	30,211.07	30,211.07	.....	30,211.07
New Road to Thames River Bridge, . .	22,443.04	22,443.04	.....	22,443.04
Other Superstructures, .	20,358.94	20,358.94	.....	20,358.94
Buildings, Furniture, and Fixtures, . . .	8,462.71	8,462.71	.....	8,462.71
Sidings and Yard Extensions, ...	15,578.71	15,578.71	.....	15,578.71
Other Items, . . .	2,793.90	2,793.90	.....	2,793.90
Total Construction, .	$1,059,284.88	$1,059,284.88	.....	$1,059,284.88
Equipment:				
Locomotives, . . .	17,000.00	17,000.00	$260.00	16,740.00
Passenger Cars, . .	4,793.28	4,793.28	.....	4,793.28
Sleeping, Parlor, and Dining Cars, . . .	6,066.15	6,066.15	.....	6,066.15
Baggage, Express, and Postal Cars, . .	1,568.60	1,568.60	.....	1,568.60
Freight Cars, . . .	8,327.47	8,327.47	.....	8,327.47
Other Cars of all classes, .	6,816.00	6,816.00	.....	6,816.00
Total Equipment, .	$44,571.50	$44,571.50	$260.00	$44,311.50
Grand Total, . .	$1,103,856.38	$1,103,856.38	$260.00	$1,103,596.38

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions for this Year.	Total Cost to June 30, 1889.
Roads and Equipment,	$4,728,878.01	$472,501.04	$5,201,379.05
Thames River Bridge (Construction),	73,932.51	485,156.68	559,089.19
Thames River Bridge Approaches,	.....	145,938.66	145,938.66
Totals,	$4,802,810.52	$1,103,596.38	$5,906,406.90

No separate accounts for Construction and Equipment have been kept.

Income Account.

Gross Earnings from Operation (page 301),	$1,363,256.43	
Less Operating Expenses (page 303),	940,625.49	
Income from Operation,		$422,630.94
Dividends on Stocks owned (page 301),	$95,820.00	
Miscellaneous Income—less Expenses (page 302),	1,761.41	
Income from other Sources,		97,581.41
Total Income,		$520,212.35
Deductions from Income:		
Interest on Funded Debt accrued (page 298),	$82,000.00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	4,337.21	
Rentals, including Tracks, Yards, and Terminals (page 303, A and B),	17,663.00	
Taxes,	40,669.57	
Total Deductions from Income,		144,669.78
Net Income,		$375,542.57
Dividends, 10 per cent., Common Stock,		350,000.00
Surplus from Operations of year ending June 30, 1889,		$25,542.57
Surplus on June 30, 1888,		1,284,034.16
Surplus on June 30, 1889,		$1,309,576.73

Earnings from Operation.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger Revenue,	$733,284.02	.....	.....
Less Repayments:			
Excess Fares refunded,	.....	$1,790.72	.....
Total Deductions,	.....	$1,790.72	.....
Total Passenger Revenue,	.....	.....	$731,493.30
Mail,	.....	.....	21,222.80
Express,	.....	.....	34,642.68
Extra Baggage and Storage,	.....	.....	4,489.59
Total Passenger Earnings,	.....	.....	$791,848.37
Freight:			
Freight Revenue,	553,039.97	.....	.....
Less Repayments:			
Overcharge to shippers,	.....	1,417.65	.....
Total Deductions,	.....	$1,417.65	.....
Total Freight Revenue,	.....	.....	$551,622.32
Total Freight Earnings,	.....	.....	$551,622.32
Total Pass. and Freight Earnings,	.....	.....	$1,343,470.69
Other Earnings from Operation:			
Rentals not otherwise provided for,	.....	.....	19,785.74
Total Other Earnings,	.....	.....	$19,785.74
Total Gross Earn'gs from Operat'n,	.....	.....	$1,363,256.43

Stocks Owned.

Name.	Total Par Value.	Rate per cent.	Income or Dividend Received.
Providence & Stonington Steamship Co.,	$958,200.00	10	$95,820.00
Narragansett Pier Railroad Company,	15,000.00	....	.....
Wood River Branch Railroad Company,	20,000.00	....	.....
Total,	$993,200.00	....	$95,820.00

Miscellaneous Income.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Harbor Junction Wharf, .	$10,988.94	$9,227.53	$1,761.41

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway,	$71,014.58	$22,870.37	$93,884.95
Renewals of Rails,	19,815.56	6,381.64	26,197.20
Renewals of Ties,	28,753.89	9,260.24	38,014.13
Repairs of Bridges and Culverts,	65,315.13	21,034.86	86,349.99
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	4,909.45	1,581.10	6,490.55
Repairs of Buildings,	15,202.26	4,895.91	20,098.17
Repairs of Docks and Wharves,	2,612.42	841.34	3,453.76
Other Expenses,	4,179.11	1,345.89	5,525.00
Total,	$211,802.40	$68,211.35	$280,013.75
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	26,282.11	8,464.20	34,746.31
Repairs and renewals of Passenger Cars,	30,453.91	.....	30,453.91
Repairs and renewals of Freight Cars,	.....	14,578.23	14,578.23
Repairs and renewals of Ferry-boats, Tugs, Floats, and Barges,	1,628.55	524.48	2,153.03
Shop Machinery, Tools, etc.,	4,601.21	1,481.83	6,083.04
Other Expenses,	866.65	279.11	1,145.76
Total,	$63,832.43	$25,327.85	$89,160.28
Conducting Transportation:			
Wages of Enginemen, Firemen, and Roundhousemen,	43,036.17	25,492.77	68,528.94
Fuel for Locomotives,	57,884.14	34,303.98	92,188.12
Water-supply for Locomotives,	6,079.03	3,600.95	9,679.98
All other supplies for Locomotives,			
Wages of other Trainmen,	47,403 47	15,266.38	62,669.85
All other train supplies,	6,368.04	2,050.84	8,418.88
Wages of Switchmen, Flagmen, and Watchmen,	33,090.60	10,656.89	43,747.49
Expense of Telegraph, including Train Dispatchers and Operators,	5,901.45	1,900.57	7,802.02
Wages of Station Agents, Clerks, and Laborers,	25,825.77	80,191.34	106,017.11
Station supplies,	9,749.59	3,139.90	12,889.49
Car Mileage — Balance,	.....	19,647.65	19,647.65
Loss and Damage,	.....	8,487.66	8,487.66
Injuries to persons,	6,870.14	2,080.34	8,950.48
Barges, Floats, Tugs, Ferry-boats, expenses of, including Wages, Fuel, and supplies,	14,338.25	10,734.20	25,072.45
Other Expenses,	241.30	77.71	319.01
Total,	$256,787.95	$217,631.18	$474,419.13

Operating Expenses.— *Continued.*

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers,	$19,404.13	$6,249.13	$25,653.26
Salaries of Clerks,	8,995.73	2,897.09	11,892.82
General Office Expenses and Supplies,	3,932.20	1,266.37	5,198.57
Agencies, including Salaries and Rent,	2,561.05	820.83	3,381.88
Advertising,	6,855.54	2,285.18	9,140.72
Insurance,	1,851.83	596.38	2,448.21
Rentals not otherwise provided for,	8,156.79	2,626.91	10,783.70
Legal Expenses,	9,910.51	3,191.70	13,102.21
Stationery and Printing,	6,440.57	2,074.20	8,514.77
Other General Expenses,	5,231.41	1,684.78	6,916.19
Total,	$73,339.76	$23,692.57	$97,032.33
Recapitulation of Expenses:			
Maintenance of Way and Structures,	211,802.40	68,211.35	280,013.75
Maintenance of Equipment,	63,832.43	25,327.85	89,160.28
Conducting Transportation,	256,787.95	217,631.18	474,419.13
General Expenses,	73,339.76	23,692.57	97,032.33
Grand Total,	$605,762.54	$334,862.95	$940,625.49

Percentage of operating expenses to earnings, 69 per cent.

Rentals Paid.

Rents paid for lease of road.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Total.
Pawtuxet Valley Railroad,	$10,600.00	$7,063.00	$17,663.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road and Cost of Equipment (p. 300),	$5,906,406.90	Capital Stock (p. 297),	$4,000,000.00
Stocks of other companies owned (p. 301),	993,200.00	Funded Debt (p. 297),	1,300,000.00
Other Assets:		Current Liabilities (p. 298),	531,231.28
Materials and Supplies,	241,201.11	Profit and Loss,	1,309,576.73
Total,	$7,140,808.01	Total,	$7,140,808.01

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Operation (p. 301),	$422,630.94	Interest on Funded Debt paid (p. 298),	$82,000.00
From other Sources,	97,581.41	Other interest paid,	4,337.21
Sale of Stocks (p. 304),	728,749.75	Rentals (p. 303),	17,663.00
Increase in Cur. Liabilities,	399,862.31	Taxes (p. 300),	40,669.57
Cash on hand,	61,428.13	Dividends (p. 300),	350,000.00
		Other Permanent Improvements (p. 299),*	1,059,284.88
		Additional Equipm't (p. 299),*	44,311.50
		Cash Assets,	25,092.22
		Other Assets,	86,894.16
Total,	$1,710,252.54	Total,	$1,710,252.54

* Not charged to operating expenses.

Important Changes During the Year.

On July 1, 1889, the New York, Providence & Boston Railroad Company took possession of the Providence & Worcester Railroad under a lease of ninety-nine years, which lease had been ratified by the stockholders of both companies and by the legislatures of the States of Massachusetts and Rhode Island.

Additional stock to the full amount authorized by the charter of the company and the vote of its stockholders has been issued as hereinbefore specified.

Amount received for stock during the current year,	$728,749.75
Amount as reported last year,	271,250.25
	$1,000,000.00

Contracts, Agreements, etc.

Adams Express Company. Contract dated October 1, 1883, extended from year to year. The Railroad Company furnishes express facilities on five trains between New London and Providence at $25,000 per annum in equal monthly payments.

Adams Express Company. Contract dated March 10, 1887. The Railroad carries two cars on Stonington Line boat-train, daily between Stonington and Providence, for which it receives thirty-three and three-fourths per cent. of $60,000 per annum (Line Contract).

Earle & Prew Express Company. Contract for carrying their express crates on Stonington Line boat-train, between Stonington and Providence, for which the Railroad receives thirty-three and one-third per cent. of $20,600 per annum (Line Contract).

U. S. Mails:

Transportation of Mails between	Prov. and Groton,	$15,640.34	per ann.
" " "	Groton and N. London,	1,800.00	"
" " "	Auburn and Hope,	490.32	"
" " "	Auburn & Warwick,	329.17	"
Railway Post-office Cars "	Prov. and Groton,	3,090.00	"
		$21,349.83	"

Wagner Palace Car Company. Contract dated January 3, 1882. Expires October 31, 1892. The Railroad Company receives twelve per cent. of Net Earnings from operating Drawing-room and Sleeping Cars over Shore Line. Railroad Company owns twelve per cent. of the cars running under this contract.

Western Union Telegraph Company. Contract dated January 1, 1884. Continues ten years. The telegraph company have exclusive right to the business and maintain their own line. Railroad Company to receive telegraph service free of charge.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income Mortgaged.	What Securities Mortgaged.
	From—	To—	Miles				
First Mortgage, . . .	Prov., R. I.,	Ston'g'n, Ct.,	50.00	$20,000.00	.....	.....	.....
First Mortgage, . . .	Ston'g'n, Ct.,	Groton, Ct.,	12.50	24,000.00	.....	.....	.....

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers, ... 7	.....	.....	.....
Purchasing Agent, Paymaster, Master Mechanic, } Gen. Office Rolls, 3—	10	$25,653.26	.....
General Office Clerks, ...	19	11,892.82	$2.00
Station Agents, ...	53	35,080.00	1.81
Other Station men, ...	139	70,937.11	1.40
Enginemen, ...	40	35,374.24	2.75
Firemen, ...	40	22,511.01	1.75
Conductors, ...	29	24,009.77	2.33
Other Trainmen, ...	68	38,660.08	1.60
Machinists, ...	25	19,764.20	2.50
Carpenters, ...	45	31,376.50	2.30
Other Shopmen, ...	25	15,734.12	2.00
Section Foremen, ...	27	18,372.00	1.90
Other Trackmen, ...	180	80,577.60	1.45
Switchmen, Flagmen, and Watchmen,	103	43,747.49	1.37
Telegraph Operators and Dispatchers,	15	7,608.27	1.40
Employees — acct. Floating Equipm't,	23	14,905.90	2.10
All other Employees and Laborers, .	46	22,963.20	1.60
Total, ...	887	$519,167.57	.....
Distribution of Above:			
General Administration, . . .	.....	37,546.08	.....
Maintenance of Way and Structures, .	.....	121,255.98	.....
Maintenance of Equipment, . . .	.....	52,531.64	.....
Conducting Transportation, . . .	.....	307,833.87	.....
Total, ...	.....	$519,167.57	.....

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Pass'g'rs, number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	2,076,791			
Number of passengers carried one mile,	37,976,454			
Average distance carried,	18.28			
Total passenger revenue,		$731,493	30	
Average amount received from each passenger,			35	32
Average receipts per passenger per mile,			01	93
Estimated cost of carrying each passenger one mile,			01	59
Passenger earnings per mile of road,		8,327	56	
Passenger earnings per train-mile,		1	05	
Freight Traffic:				
Number of tons carried of freight earning revenue,	543,860			
Number of tons carried one mile,	23,641,594			
Average distance haul of one ton,	43.47			
Total freight revenue,		551,622	32	
Average amount received for each ton of freight,		1	01	
Average receipts per ton per mile,			02	33
Estimated cost of carrying one ton one mile,			01	41
Freight earnings per mile of road,		6,279	87	
Freight earnings per train-mile,		2	47	
Passenger and Freight:				
Passenger and freight earnings,		1,283,115	62	
Passenger and freight earnings per mile of road,		14,607	43	
Expense per mile of road,		10,708	39	
Total earnings per mile of road, including Mails, Express, etc.,		15,519	77	
Number of passenger trains,	17,644			
Number of freight and mixed trains,	4,948			
Train Mileage:				
Miles run by passenger trains,	693,745			
Miles run by freight trains,	223,426			
Total mileage trains earning revenue,	917,171			
Miles run by switching trains,	140,554			
Miles run by construction and other trains,	46,720			
Grand Total train mileage,	1,104,445			

Freight Traffic Movement.

Agents were supplied on October 1, 1888, with necessary books and blanks for recording the movement of freight traffic, but the reports for the first three months are so imperfect as to be useless. As the perfect record covers but six months of the year, it is not thought best to endeavor to furnish statistics for the present year.

Description of Equipment.

Item.	Number Added During Year.	Total Number at end of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger,	2	.....	...	Westinghouse,	....	.....
Freight,	.....	33	33	Westinghouse,	....	.....
Switching,	.....	2	2	Westinghouse,	....	.....
Total,	2	35	35	.....	....	.....
Cars in Passenger Service:						
First-class Passenger Cars,	1	46	46	Westinghouse,	46	Miller.
Combination Passenger Cars,	1	12	12	Westinghouse,	12	Miller.
Dining Cars,	1	1	1	Westinghouse,	1	Miller.
Baggage, Express, and Postal Cars,	.....	12	12	Westinghouse,	12	Miller.
Total,	3	71	71	.....	71	.....
Cars in Freight Service:						
Box Cars,	.....	188	11	Westinghouse,	11	Miller.
Flat Cars,	.....	187	....	.....	....	.....
Coal Cars,	25	106	....	.....	....	.....
Tank Cars,	.....	1	....	.....	....	.....
Total,	25	482	11	.....	11	.....
Cars in Company's Serv.:						
Derrick Cars,	.....	1	....	.....	....	.....
Caboose Cars,	.....	10	....	.....	....	.....
Other road Cars,	.....	9	....	.....	....	.....
Total,	.....	20	....	.....	...	.....
Total Owned,	.....	573	....	....	....	.....
Grand Total,	.....	573	82	.....	82	.....

PASSENGER CARS.

Company owns $\frac{8}{29}$ of the following "Shore Line" Passenger equipment:

8 Passenger Sleepers.
16 " Drawing-room Coaches.
22 " Coaches.
7 Baggage Cars.
2 Postal "

also $\frac{25}{47}$ of the following "Stonington Line" Passenger equipment, which latter is included in "cost of road and equipment":

7 Passenger Cars.
1 Baggage "
2 " Flat Cars with crates.

All above-named cars are equipped with "Westinghouse" brake and "Miller" coupler.

Mileage.

a Mileage of road operated:

Line in Use.	Main Line Owned.	BranchLine Owned.	Line Operated under Lease.	Total Mileage Operated.
Miles of single track, ...	62.50	18.17	5.67	86.34
Miles of second track, ...	57.00	.....	....	57.00
Miles of yard track, sidings, and spurs,	18.06	3.43	1.12	22.61
Total mileage operated (all tracks), .	137.56	21.60	6.79	165.95

b Mileage of line by States and Territories. I. Mileage operated by road making this report.

State or Territory.	Main Line Owned.	Branch Line Owned.	Line Operated under Lease.	Total Mileage Excluding Trackage Rights.
Connecticut, . . .	17.00	....	....	17.00
Rhode Island, . . .	45.50	18.17	5.67	69.34
Total Mileage Operated (single track),	62.50	18.17	5.67	86.34

II. Mileage owned by road making this report.

Connecticut, . . .	17.00	....	....	17.00
Rhode Island, . . .	45.50	18.17	....	63.67
Total Mileage Owned (single track),	62.50	18.17	....	80.67

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.
Steel, ...	$2487\frac{1386}{2487}$	72 and 76 lbs.	$31.23

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut, ...	79,207	.47

Consumption of Fuel by Locomotives.

Locomotives.	Anthracite Coal—Tons.	Bituminous Coal—Tons.	Soft Wood —Cords.	Total Fuel Consumed —Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger, Freight, Switching, Construction,	996.41	23,227.78	Old Ties.	24,224.19	1,104,445	49.13

Average cost at distributing point, $5.62 and $3.73.

Accidents to Persons.

Kind of Accident.	Switchmen, Flagmen, and Watchmen Killed.	Other Employees Injured.	Total Killed.	Total Injured.
At Stations, . . .	1	..	1	..
Other Causes, . . .	..	1	..	1
Total, . . .	1	1	1	1

Kind of Accident.	Trespassers Killed.	Others Not Trespassing Injured.	Total Killed.	Total Injured.
Other Causes, . . .	4	1	4	1

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From—	To—	Length.	Number of Curves.	Aggregate Length of Curved Lines.	Length of Straight Track.
Main Line:					
Providence, R. I.,	Groton, Conn.,	62.50	44	15.29	47.21
Auburn, R. I.,	Providence, R. I.,	3.58	2	0.85	2.73
Warwick R. R.:					
Auburn, R. I.,	Buttonwoods, R.I.,	9.90	21	3.24	6.66
Pont. Branch R.R.:					
Auburn, R. I.,	Pontiac, R. I.,	4.69	9	1.43	3.26
Pawt'x't Val. R.R.:					
Pontiac, R. I.,	Hope, R. I.,	5.67	25	3.14	2.53
Total, . .	.....	86.34	101	23.95	62.39

PROFILE.

Length of Level Track.	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents.	Aggregate length of Ascending Grades.	No.	Sum of Descents.	Aggregate length of Descending Grades.
12.18	48	398.5	24.13	56	416.6	26.19
1.83	..	.....	.....	2	48.2	1.75
0.80	11	96.9	3.32	18	135.0	5.78
0.23	17	79.0	2.23	12	90.5	2.23
0.39	24	200.4	3.95	14	52.0	1.33
15.43	100	774.8	33.63	102	742.3	37.28

Characteristics of Road. — *Continued.*

Bridges:

Number Stone, ... 4

Number Iron, ... 18 Track and 3 Highway.

Number Wooden, ... 31 " " 31 "

Gauge of Track, ... 4 ft. 8½ in.

Questions for General Information.

1. What provision, if any, has been made by this Road for the Payment of its Funded Debt? None.

2. What Station-houses, Stock Yards, or other Terminal Facilities, does this Road use for which it pays a Rental?

Passenger Stations, etc., at Providence, R. I., property owned by the Providence & Worcester and Old Colony R. R.

3. Name all Companies, commonly called Fast Freight Lines, of which this Road is a member, or which operate over the line of this Road. None.

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK, } ss.

We, the undersigned, Samuel D. Babcock, President, and Oliver W. Cooke, Auditor, of the New York, Providence & Boston Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

SAMUEL D. BABCOCK,
President.

O. W. COOKE,
Auditor.

Subscribed and sworn to before me, this 17th day of September, A. D. 1889.

In witness whereof, I have hereunto set my hand and affixed my Official Seal the day and year last above written.

JOSEPH B. BRAMAN,
Commissioner for Connecticut in New York, in and for the State of New York, resident in said City of New York.

NORWICH & WORCESTER RAILROAD CO.

History.

Name of common carrier making this report? Norwich & Worcester Railroad Co.

Date of organization? June 22, 1836.

Under laws of what Government, State, or Territory organized? States of Massachusetts and Connecticut.

What carrier operates the road of this company? New York & New England Railroad Co.

Organization.

Name of Directors.	Post-office Address.	Expiration of Term.
Edward L. Davis,	Worcester, Mass.,	2d Wednesday in Jan., 1890.
W. Bayard Cutting,	New York City,	2d Wednesday in Jan., 1890.
Thomas B. Eaton,	Worcester, Mass.,	2d Wednesday in Jan., 1890.
Josiah H. Clarke,	Worcester, Mass.,	2d Wednesday in Jan., 1890.
William A. Slater,	Norwich, Conn.,	2d Wednesday in Jan., 1890.
George H. Ball,	Boston, Mass.,	2d Wednesday in Jan., 1890.
Francis H. Dewey,	Worcester, Mass.,	2d Wednesday in Jan., 1890.
Jeremiah Halsey,	Norwich, Conn.,	2d Wednesday in Jan., 1890.
A. George Bullock,	Worcester, Mass.,	2d Wednesday in Jan., 1890.

Total number of stockholders at date of last election? 792.

Date of last meeting of stockholders for election of directors? Jan. 9, 1889.

Post-office address of general office? Norwich, Conn.

Post-office address of operating office? 244 Federal Street, Boston, Mass.

Officers.

Title.	Name.	Location of Office.
President,	George H. Ball,	40 State Street, Boston.
Secretary,	Edward T. Clapp,	Norwich, Conn.
Treasurer,	M. M. Whittemore,	Norwich, Conn.
Managing Agent,	P. St. M. Andrews,	Norwich, Conn.

Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 315)?

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Norwich & Worcester Railroad Co, .	Allyn's Point	Worcester.	New York & New England R.R. Co.	99 years Lease.	66.16

Contract existing between this Road and the Company by which it is operated?

The Norwich & Worcester Railroad Company has leased its property to the Boston, Hartford & Erie Railroad Company or its successors, now the New York & New England Railroad Company, under a ninety-nine years lease dating from February 9, 1869, the lessee to pay all expenses of operating, interest, and bonds, and eight per cent. dividends on the preferred stock.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year	Rate.	Amount.
Common,	$100.00	*$6,600.00	$6,600.00	No	sales.	.....	.....
Preferred,	100.00	3,825,000.00	2,597,800.00	$175.00	$175.00	8 p.ct.	207,824.00
Total, $	.....	3,831,600.00	2,604,400.00	.....	.....	.....	207,824.00

* To be converted into Preferred Stock whenever presented.

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash:		
Common,*	66	$6,600.00
Preferred, ...	25,978	2,597,800.00
Total, ...	.....	$2,604,400.00

* No dividends declared.

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	Mch. 1, 1877.	Mch. 1, 1897.	$500,000.00	$400,000.00	$400,000.00	$419,160.00

Rate of Interest.	Interest—When Payable.	Interest Accrued during Year.	Interest Paid during Year.
6 per cent.,	March and September,	$24,000.00	$24,000.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, . .	$400,000.00	$400,000.00	$24,000.00	$24,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1889.	
Cash, ...	$114,306.27	Loans and Bills Payable,	$310,000.00
Due from solvent companies and individuals,	26,430.00	Dividends not called for,	3,023.00
Other Cash Assets,* .	360.00	Matured Interest Coupons Unpaid (including Coupons due July 1), . . .	360.00
Inventory, . . .	42,478.62	Rentals due July 1, .	121,230.67
Balance—Current Liabilities, ...	259,038.78	Miscellaneous, Accrued Interest, . . .	8,000.00
Total, . . .	$442,613.67	Total, ...	$442,613.67

* Materials and Supplies on hand, $42,478.62. [*See General Balance Sheet, page* 315.]

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . (p. 313),	$2,604,400.00	$2,604,400.00	66.16	$39,350.06
Bonds (p. 314), .	400,000.00	400,000.00	.....	6,045.95
Total, . .	$3,004,400.00	$3,004,400.00	.....	$45,396.01

Permanent Improvements for the Year.

Item.	Expenditures not included in Operating Expenses.	Credits, Property, and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Real Estate,	.....	$13,328.75	.....
Bridges and Trestles,	$562.26	.....	.....
Buildings, Furniture, and Fixtures,	15,811.40	.....	.....
Total,	$16,373.66	$13,328.75	$3,044.91

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost per Mile.
Total Construction,*	$ 3,569,277.95	3,044.91	3,572,322.86	53,995.21
Total Equipment,*	$ 179,750.67	.....	179,750.67	2,716.91
Total,	$ 3,749,028.62	3,044.91	3,752,073.53	56,712.12

* This is from original estimates.

Income Account.

Income from Lease of Road,	$231,824.00	
Miscellaneous Income—less Expenses (page 315),	4,347.37	
Total Income,		$236,171.37
Deductions from Income:		
Interest on Funded Debt Accrued (page 314),	$24,000.00	
Net Income,		$212,171.37
Dividends, 8 per cent., Preferred Stock,		207,824.00
Surplus from Operations of Year ending June 30, 1889,		$4,347.37
Surplus on June 30, 1888,		757,394.46
Surplus on June 30, 1889,		$761,741.83

Stocks Owned.

Name.	Total Par Value.
Norwich & New York Transportation Company,	$270,000.00

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Interest, ...	$1,047.37	$1,047.37
Advance over cost on land sold in New London,	3,300.00	3,300.00
Total, ...	$4,347.37	$4,347.37

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 315), .	$3,572,322.86	Capital Stock (p. 313), .	$2,604,400.00
Cost of Equipment (p. 315),	179,750.67	Funded Debt (p. 314), .	400,000.00
Stock of other companies owned (p. 315), .	270,000.00	Current Liabilities (p. 314),	434,613.67
Lands owned, . .	3,107.08	Accrued Interest on Funded Debt not yet payable,	8,000.00
Cash and Current Assets (p. 314), . . .	141,096.27	Profit and Loss, . .	761,741.83
Other Assets:			
Materials and Supplies,	42,478.62		
Total, . . .	$4,208,755.50	Total, . . .	$4,208.755.50

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Lease of Road (p. 315), . . .	$231,824.00	Interest on Funded Debt paid (p. 314), . .	$24,000.00
Increase in Current Liabilities, . . .	17,886.32	Dividends (p. 315), . .	207,824.00
Cash Assets, . . .	53,186.70	Other Permanent Improvements (p. 315),* .	16,373.66
Other Assets, . . .	26,390.00	Cash on hand, . .	98,765.48
Sale of Lands, . .	16,628.75		
All Other Sources, Interest,	1,047.37		
Total, . . .	$346,963.14	Total, . . .	$346,963.14

* Not charged to Operating Expenses.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
1st Mortgage Bonds,	Allyn's Point	Wilson's,	47.92	$8,347.24

Mileage.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line Owned.
Miles of single track,	66.16
Miles of yard track, sidings, and spurs,	21.10
Total Mileage Operated (all tracks),	87.26

MILEAGE OF LINE BY STATES.

Mileage owned by Road making this report.

State or Territory.	Main Line Owned.
Connecticut,	47.92
Massachusetts,	18.24
Total Mileage Owned (single track),	66.16

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

We, the undersigned, George H. Ball, President, and M. M. Whittemore, Treasurer, of the Norwich & Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every

matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

GEORGE H. BALL,
President.

M. M. WHITTEMORE,
Treasurer.

Subscribed and sworn to before me this sixteenth day of August, 1889.

W. B. S. Gay,
Notary Public.

RIDGEFIELD & NEW YORK RAILROAD CO.

History.

Name of common carrier making this report? Ridgefield & New York Railroad Co.

Date of organization? June 1, 1869.

Under laws of what Government, State, or Territory organized? States of Connecticut and New York. Chartered by Connecticut Legislature, June 7, 1867; amended July 5 and 6, 1870, July 15, 1874, Feb. 24, 1880, April 2, 1884, Feb. 19, 1886, and May 15, 1889. In State of New York Chartered May 6, 1872, Chap. 553, Amendment April 12, 1873, Chap. 207.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Ellwood Burdsall,	Port Chester, N. Y.,	1st Tuesday of June, 1890.
Wm. P. Abendroth,	Port Chester, N. Y.,	1st Tuesday of June, 1890.
William J. Mead,	Greenwich, Conn.,	1st Tuesday of June, 1890.
Hanford Lockwood,	Greenwich, Conn.,	1st Tuesday of June, 1890.
Seth S. Cook,	Long Ridge, Conn.,	1st Tuesday of June, 1890.
Hiram K. Scott,	Ridgefield, Conn.,	1st Tuesday of June, 1890.
Peter P. Cowen,	Ridgefield, Conn.,	1st Tuesday of June, 1890.
Daniel L. Adams,	New Haven, Conn.,	1st Tuesday of June, 1890.
George W. Quintard,	Port Chester, N. Y.,	1st Tuesday of June, 1890.

Total number of stockholders at date of last election? 118.

Date of last meeting of stockholders for election of directors? June 4, 1889.

Post-office address of general office? Ridgefield, Conn.

Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	Ellwood Burdsall,	Port Chester, N. Y.
President,	Ellwood Burdsall,	Port Chester, N. Y.
Vice-President,	William J. Mead,	Greenwich, Conn.
Secretary,	Hiram K. Scott,	Ridgefield, Conn.
Treasurer,	Hiram K. Scott,	Ridgefield, Conn.
Chief Engineer,	John Schuyler,	New York City.

Mileage of Road Projected.

Name.	From—	To—	Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
Ridgefield & New York R. R.,	Port Chester, N. Y.,	Danbury, Conn.,	30.45	.....
In Connecticut, . . .	.....	.....	23.10	.....
In New York, . . .	.....	.....	7.35	.....

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$50.00	$1,250,000	$251,300.00	.....	.....	.....	.....

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash:		
Common, ...	4,098	$204,900.00
Issued for Stock of delinquent subscribers sold at auction and part paid Stock, . . .	928	14,300.00
Total, ...	5,026	$219,200.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Balance Current Liabilities,	$874.27	Loans and Bills Payable, .	$874.27

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Amount per Mile of Road.	
		Miles.	Amount.
Capital Stock (page 320), . .	$251,300.00	30.45	$8,252.87

Permanent Improvements for the Year.

Expended for making contracts for right of way, for building a new bridge for highway over road-bed, and expenses of approval of lay-out from Ridgefield to Danbury, and for office expenses, a total of $5,624.27.

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.
Construction:			
Right of Way,	$15,980.50	....	$15,980.50
Grading, and Bridge and Culvert Masonry,	154,776.84	.....	154,776.84
Engineering Expenses,	15,095.09	.....	15,095.09
Other Items,	28,597.57	$5,624.27	34,221.84
Total Construction,	$214,450.00	$5,624.27	$220,074.27

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 321),	$220,074.27	Capital Stock (p. 320),	$251,300.00
Profit and Loss,	32,100.00	Current Liabilities (p. 320),	874.27
Total,	$252,174.27	Total,	$252,174.27

STATE OF NEW YORK, }
COUNTY OF WEST CHESTER, } ss. TOWN OF RYE.

We, the undersigned, Ellwood Burdsall, President, and Hiram K. Scott, Treasurer, of the Ridgefield & New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts, and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ELLWOOD BURDSALL,
President.

HIRAM K. SCOTT,
Treasurer.

Subscribed and sworn to before me, this 12th day of September, 1889.

JOHN LEONARD,
Notary Public.

ROCKVILLE RAILROAD CO.

History.

Name of common carrier making this report? Rockville Railroad Company.

Date of organization? November 1, 1862.

Under laws of what Government, State, or Territory organized? State of Connecticut.

What carrier operates the road of this company? New York & New England Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
George Maxwell,	Rockville, Conn.,	November, 1889.
George Talcott,	Rockville, Conn.,	November, 1889.
L. A. Corbin,	Rockville, Conn.,	November, 1889.
Wm. Butler,	Rockville, Conn.,	November, 1889.
A. P. Hammond,	Rockville, Conn.,	November, 1889.
H. C. Judd,	Hartford, Conn.,	November, 1889.
H. L. James,	Rockville, Conn.,	November, 1889.
C. Fitton,	Rockville, Conn,	November, 1889.
J. C. Hammond, Jr.,	Rockville, Conn.,	November, 1889.

Total number of stockholders at date of last election? 38.

Date of last meeting of stockholders for election of directors? November 5, 1888.

Post-office address of general office? Rockville, Conn.

Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	George Maxwell,	Rockwell, Conn.
President,	George Maxwell,	Rockville, Conn.
Secretary,	J. C. Hammond, Jr.,	Rockville, Conn.
Treasurer,	J. C. Hammond, Jr.,	Rockville, Conn.
Auditor,	E. I. Smith,	Rockville, Conn.

Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 324)?

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Rockville Railroad,	Rockville	Vernon,	N. Y. & New England,	Yearly Lease	4.48

Leased by the year to the New York & New England Railroad Co.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Divid'ds Declared during Year.	
				Rate.	Amount.
687½ Shares Common, .	$100.00	$120,000.00	$68,750.00	.....	.....
400 Shares Preferred, .	100.00	40,000.00	40,000.00	2 of 3 per ct.	$2,400.00
Total, ...	.....	$160,000.00	$108,750.00	.....	.....

Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for Cash:			
Common, ...		687½	$68,750.00
Preferred, ...		400	40,000.00
Issued for construction:			
Common, ...	108,750.00	.....	.....
Preferred, ...			
Total, ...		1,087½	$108,750.00

Current Assets and Liabilities (Company's Account).

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1889.	
Cash, ...	$2,235.21	Loans and Bills Payable,	$16,900.00
Due from solvent companies and individuals, Lease Account, . .	1,140.94	Wages and Salaries, .	248.15
		Dividends not called for,	1,800.00
Other Cash Assets.*		Matured Interest Unpaid, (including Coupons due July 1), . . .	507.00
Balance — Current Liabilities, . . .	16,129.00	Miscellaneous—Expense Account, . . .	50.00
Total, . . .	$19,505.15	Total, . . .	$19,505.15

* Materials and Supplies on hand, $1,695.68.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroad.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock, . . (p. 323),	$108,750.00	All.	4.48	$24,274.55

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Total Cost to June 30, 1889.	Cost per Mile.
Construction, . .	$144,247.66	$144,247.66	$30,051.59
Equipment, . .	25,857.99	25.857.99	5,387.08
Total, . . .	$170,105.65	$170,105.65	$35,438.67

Income Account.

Income from Lease of Road, ...	$4,563.75	
Deductions from Income:		
Salaries and Maintenance of Organization, . .		$450.00
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for, . . .		1,014.00
Total Deductions from Income, . . .		1,464.00
Net Income, ...		$3,099.75
Dividends, 6 per cent., Preferred Stock, . .		2,400.00
Surplus from Operations of Year ending June 30, 1889,		$699.75
Surplus on June 30, 1888, ...		610.62
Surplus on June 30, 1899, ...		$1,310.37

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 324),	$144,247.66	Capital Stock (p. 323),	$108,750.00
Cost of Equipment (p. 324),	25,857.99	Current Liabilities (p. 323),	19,505.15
Stock of this Road, .	500.00	Real Estate, Account of Sales in Excess of Cost,	250.00
Cash and Current Assets (p. 323), . . .	3,376.15	Profit and Loss, . .	47,172.33
Other Assets:			
Materials and Supplies, .	1,695.68		
Total, . .	$175,677.48	Total, . . .	$175,677.48

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Lease of Road (p. 324),	$4,563.75	Interest paid,	$1,014.00
		Other Charges against Net Income,	450.00
		Dividends (p. 324),	2,400.00
		Cash on hand,	699.75
		Cash Assets,	2,235.31
Total,	$4,563.75	Total,	$6,799.06

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged,			Amount per Mile of Mortgaged Line.
	From—	To—	Miles.	
Demand Note,	Rockville	Vernon,	4.48	$377.23

Employees and Salaries.

Class.	Total Yearly Compensation.
General Officers, Secretary and Treasurer,	$400.00

Mileage.

Mileage of road owned by road making this report.

Line in Use.	Main Line Owned.	Steel Rails.
Miles of single track,	4.48	4.48
Miles of yard track, sidings, and spurs,	.75	.....
Total Mileage Operated and Owned (all tracks),	5.23	.....

STATE OF CONNECTICUT, }
COUNTY OF TOLLAND, } ss. ROCKVILLE, Sept. 6, 1889.

We, the undersigned, George Maxwell, President, and J. C. Hammond, Jr., Treasurer, of the Rockville Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

GEORGE MAXWELL,
President.

J. C. HAMMOND, JR.,
Treasurer.

Subscribed and sworn to before me, this 6th day of September, 1889.

E. C. CHAPMAN,
Notary Public.

SHEPAUG, LITCHFIELD & NORTHERN RAILROAD CO.

History.

Name of common carrier making this report? Shepaug, Litchfield & Northern Railroad Co.

Date of organization? June 1, 1887.

Under laws of what Government, State, or Territory organized? State of Connecticut.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? Chartered as Shepaug Valley Railroad Co., May, 1868; road opened Jan. 1, 1872. Reorganized as Shepaug Railroad Co. in 1873; reorganized under present name as above.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
Geo. D. Chapman,	Fairfield, Conn.,	Nov. 13, 1889.
Harold Clemons,	New York,	Nov. 13, 1889.
Richard S. Barnes,	New York,	Nov. 13, 1889.
Edwin McNeill,	St. Joseph, Mo.,	Nov. 13, 1889.
J. Deming Perkins,	Litchfield, Conn.,	Nov. 13, 1889.
Henry W. Buell,	Litchfield, Conn.,	Nov. 13, 1889.
Alex. McNeill,	Litchfield, Conn.,	Nov. 13, 1889.
Marcus W. Robinson,	New York,	Nov. 13, 1889.
W. B. Howard,	Chicago, Ill.,	Nov. 13, 1889.

Total number of stockholders June 30, 1889? 88.

Date of last meeting of stockholders for election of directors? Second Wednesday in November, 1888.

Post-office address of general office? Litchfield, Conn.

Post-office address of operating office? Litchfield, Conn.

Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	George D. Chapman,	48 Wall St., N. Y.
President,	George D. Chapman,	48 Wall St., N. Y.
Vice-President,	Harold Clemons,	New York.
Secretary,	W. J. Brown,	48 Wall St., N. Y.
Treasurer,	C. H. Coit,	Litchfield, Conn.
Auditor,	George D. Chapman,	48 Wall St., N. Y.
Assistant Secretary,	Wm. L. Ransom,	Litchfield, Conn.
General Pass. Agent,	Alex. McNeill,	Litchfield, Conn.
General Ticket Agent,	Alex. McNeill,	Litchfield, Conn.
General Superintendent,	Alex. McNeill,	Litchfield, Conn.

Property Operated.

Name of every railroad the operations of which are included in the income account (p. 331)?

Name.	From —	To —	Miles of Line for Each Road named.	Miles of Line for Each Class of Roads named.
Shepaug, Litchfield & Northern Railroad Co., . . .	Litchfield, Conn.	Hawleyville, Conn.,	32.28	32.28

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.	
				June 30, 1889.	Average for Year.
Common, . .	$ 50.00	$600,000.00	$599,400.00	Not Listed. Last known sales $20.	

Manner of Payment for Capital Stock.	Number of Shares.
Issued for reorganization:	
Common,*	11,988
To be Issued,†	12
Total, ...	12,000

* Exchanged for Bonds, Shepaug Valley Railroad Co., $150 of Stock for each $100 of Bonds.

† To be exchanged for Bonds Shepaug Valley Railroad Co., $150 of Stock for each $100 of Bonds.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Cash,	$723.66	Loans and Bills Payable,	$15,000.00
Due from Agents,	7,513.23	Audited Vouchers and Accounts,	347.41
Net Traffic Balances due from other companies,	1,077.15	Wages and Salaries,	2,619.90
Due from solvent companies and individuals,	665.17	Net Traffic Balances due to other companies,	2,015.24
Other Cash Assets,*.	3,150.00		
Balance—Current Liabilities,	6,853.34		
Total,	$19,982.55	Total,	$19,982.55

* Materials and Supplies on hand, $3,150.00.

Recapitulation.

a For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital St'k, (p. 328) including bonds to be converted, $900,	$600,000.00	$600,000.00	32.28	$18,587.36

b For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (p. 331).

Capital Stock.	Current Liabilities.	Total.	Amount per Mile of Road.	
			Miles.	Amount.
$600,000.00	$6,853.34	$606,853.34	32.28	$18,799.00

Permanent Improvements for the Year.

Item.	Total Expenditures during the Year
Construction:	
Buildings, Furniture, and Fixtures, ...	$5,190.04
Shop Machinery and Tools, etc., ...	
Engineering Expenses, ...	50.00
Total Construction, ...	$5,240.04
Equipment:	
Locomotive, ...	2,500.00
Passenger Car, ...	4,567.00
Account Freight Cars, ...	246.07
Total Equipment, ...	$7,313.07
Grand Total Construction and Equipment, ...	12,553.11

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Net Additions during Year.	Total Cost to June 30, 1889.	Cost per Mile.
Construction:				
Buildings, Furniture and Fixtures, . .	$3,384.29	$5,190.04	8,574.33	.....
Shop Machinery and Tools, etc., . .				
Engineering Expenses, ...	.....	50.00	50.00	.....
Item of Constructed Road in Reorganization, ...	578,000.00	.....	578,000.00	.....
Total Construction, ...	$581,384.29	$5,240.04	$586,624.33	.....
Equipment:				
Locomotives, ...	$14,000.00	2,500.00	16,500.00	.....
Passenger Cars, ...	2,000.00	4,567.00	6,567.00	.....
Baggage Cars, ...	3,500.00	....	3,500.00	.....
Combination Cars, ...				
Freight Cars, ...	13,662.24	246.07	13,908 31	.....
Total Equipment, ...	$33,162 24	$7,313.07	$40,475.31	.....
Grand Total Cost Construction and Equipment, . .	$614,546.53	$12,553.11	$627,099.64	.....

Income Account.

Gross Earnings from Operation (p. 331),	$67,707.03	
Less Operating Expenses (p. 332),	45,951.03	
Total Income,		$21,756.00
Deductions from Income:		
Interest on Interest-bearing Current Liabilities Accrued, not otherwise provided for,	871.83	
Taxes,	700.00	
Total Deductions from Income,		1,571.83
Net Income,		$20,184.17
Surplus from Operations of Year ending June 30, 1889,		$20,184.17
Surplus on June 30, 1888,		62.13
Surplus on June 30, 1889,		$20,246.30

Earnings from Operation.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Total Passenger Revenue,	.....	$16,331.14
Mail,	.....	1,635.48
Express,	.....	1,400.00
Total Passenger Earnings,	.....	$19,366.62
Total Freight Earnings,	.....	48,088.62
Total Passenger and Freight Earnings,	.....	$67,455.24
Other earnings from Operation:		
Telegraph Companies,	.....	114.29
Rentals not otherwise provided for,	.....	137.50
Total Other Earnings,	.....	$251.79
Total Gross Earnings from Operation,	.....	$67,707.03

Rentals Received.

Rents received from Lease of Yards,	$137.50

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway,	$2,496.48	$7,489.44	$9,985.92
Renewals of Rails,	1,577.80	4,733.39	6,311.19
Renewals of Ties,	701.99	2,105.96	2,807.95
Repairs of Bridges and Culverts,	258.60	775.79	1,034.39
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	238.10	714.30	952.40
Repairs of Buildings,	193.40	580.19	773.59
Repairs of Telegraph,	39.53	118.58	158.11
Total,	$5,505.90	$16,517.65	$22,023.55
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	566.10	1,698.30	2,264.40
Repairs and renewals of Passenger Cars,	833.88	.....	833.88
Repairs and renewals of Freight Cars,	.....	1,183.51	1,183.51
Shop, Machinery, Tools, etc.,	30.75	92.24	122.99
Total,	$1,430.73	$2,974.05	$4,404.78
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen,	2,206.49	2,069.22	4,275.71
Fuel for Locomotives,	1,483.43	4,450.28	5,933.71
All other supplies for Locomotives,	104.55	313.64	418.19
Wages of other Trainmen,	1,828.80	2,226.80	4,055.60
All other train supplies,	45.22	135.64	180.86
Wages of Station Agents, Clerks, and Laborers,	847.11	2,541.34	3,388.45
Station supplies,			
Car Mileage—Balance,	.....	440.58	440.58
Loss and Damage,	.....	60.90	60.90
Other expenses, Fuel,	77.12	231.36	308.48
Total,	$6,592.72	$12,469 76	$19,062.48
General Expenses:			
Salaries of Officers,	550.00	1,650.00	2,200.00
Salaries of Clerks,	225.00	675.00	900.00
General Office Expenses and Supplies, etc.,	285.60	856.79	1,142.39
Insurance,	67.31	201.93	269.24
Stationery, Printing, and Advertising,	142.15	426.44	568.59
Total,	$1,270.06	$3,810.16	$5,080.22
Recapitulation of Expenses:			
Maintenance of Way and Structures,	5,505.90	16,517.65	22,023.55
Maintenance of Equipment,	1,430.73	2,974.05	4,404.78
Conducting Transportation,	6,592.72	12,469.76	19,062.48
General Expenses,	1,270.06	3,810.16	5,080.22
Grand Total,	$14,799.41	$35,771.62	$50,571 03
Less Old Iron, 1888,	1,155.00	3,465.00	4,620.00
Total,	$13,644.41	$32,306.62	$45,951.03

Percentage of operating expenses to earnings, 21, 47, 68 per cent.

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 330),	$586,624.33	Capital Stock (p. 328),	$600,000.00
Cost of Equipment (p. 330),	40,475.31	Current Liabilities (p. 329),	19,982.55
Cash and Current Assets (p. 329),	9,979.21	Profit and Loss,	20,246.30
Materials and Supplies,	3,150.00		
Total,	$640,228.85	Total,	$640,228.85

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Operation (p. 331),	$20,184.17	Other Permanent Improvements (p. 330),*	$5,240.04
Cash on hand,	520.92	Additional Equipment (p. 330),*	7,313.07
Other Assets,	2,223.71	Reduction of Floating Debt,	2,000.00
		Decrease in Current Liabilities,	5,225.69
		Other Assets,	3,150.00
Total,	$22,928.80	Total,	$22,928.80

* Not charged to operating expenses.

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	4	$2,200.00	....
Road Master,	1	1,000.00	....
General Office Clerk,	1	900.00	....
Station Agents,	8	2,675.04	....
Other Station men,	4	570.24	....
Enginemen,	2	2,040 00	....
Firemen,	2	1,140.00	....
Conductors,	2	1,680.00	....
Other Trainmen,	5	2,730.00	....
Machinists,	2	1,800.00	....
Carpenter,	1	675.00	$2.25
Section Foremen,	5	3,000.00	....
Other Trackmen,	29	12,372.00	1.50
Watchmen,	2	540.00	....
Telegraph Operator and Dispatcher,	1	180.00	....
Total,	69	$33,502.28	....
Distribution of Above:			
General Administration,	5	3,100.00	....
Maintenance of Way and Structures,	35	16,372.00	....
Maintenance of Equipment,	3	2,475.00	....
Conducting Transportation,	26	11,555.28	....
Total,	69	$33,502.28	....

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Pass'g'rs, number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	21,267			
Number of passengers carried one mile,	407,117			
Average distance carried,	19			
Total passenger revenue,		16,331	14	
Average amount received from each passenger,			76	80
Average receipts per passenger per mile,			4	01
Estimated cost of carrying each passenger one mile,			3	35
Passenger earnings per mile of road,		506	39	
Passenger earnings per train-mile,			67	60
Freight Traffic:				
Number of tons carried of freight earning revenue,	53,216			
Number of tons carried one mile,	986,535			
Average distance haul of one ton,	18.53			
Total freight revenue,		48,088	62	
Average amount received for each ton of freight,			90	40
Average receipts per ton per mile,			4	88
Estimated cost of carrying one ton one mile,			3	27
Freight earnings per mile of road,		1,491	12	
Freight earnings per train-mile,		1	67	8
Passenger and Freight:				
Passenger and freight earnings,		64,419	76	
Passenger and freight earnings per mile of road,		1,997	51	
Total earnings per mile of road, including Mails, Express, etc.,		2,099	45	
Number of passenger trains,	846			
Number of freight trains,	730			
Train Mileage:				
Miles run by passenger trains,	28,644			
Miles run by freight trains,	28,657			
Total Mileage of trains earning revenue,	57,301			
Miles run by Construction and Other Trains,	3,069			
Grand Total Train Mileage,	60,370			

Description of Equipment.

Item.	Total Number at End of year.
Locomotives,	4
Cars in Passenger Service:	
First-class Passenger Cars,	2
Combination Passenger Cars,	2
Baggage, Express, and Postal Car,	1
Total,	5
Cars in Freight Service:	
Flat Cars,	38
Refrigerator Cars,	4
Total,	42
Cars in Company's Service:	
Caboose Car,	1
Total owned,	48
Grand Total,	52

Mileage.

a. MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line Owned.	Total Mileage Operated	Iron Rails.	Steel Rails.
Miles of single track,	32.28	32.28	11.84	20.44
Miles of yard track, sidings, and spurs,	3.05	3.05	3.05	.....
Total Mileage Operated (all tracks),	35.33	35.33	14.89	20.44

b. MILEAGE OF LINE BY STATES AND TERRITORIES.

Mileage operated and owned by road making this report:

State or Territory.	Main Line Owned.	Total Mileage Excluding Trackage Rights.	Iron Rails.	Steel Rails.
Connecticut, ...	32.28	32.28	14.89	20.44
Total mileage operated (single track),	32.28	32.28	14.89	20.44
Total mileage owned (single track), .	32.28	32.28	14.89	20.44

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price Per Ton at Distributing Point.
Steel, ...	350	58 pounds.	$29.50

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
.....	9,000	36.5 cents.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger, ... Freight, ... Switching, ...	1,279	1,279	60,370	47.45
Average Cost at Distributing Point,	$4.95	.....	.....	.....

Characteristics of Road.

BRIDGES — Number Iron,	4
Number Combination,	1
TRESTLES — Aggregate Length,	593 feet.
TUNNELS — Number,	1
Length of Tunnel,	120 feet.
GAUGE OF TRACK,	4 ft., 8½ in.
TELEGRAPH — Operated by Western Union Telegraph Co.,	32.28 miles of line.
Operated by Western Union Telegraph Company,	32.28 miles of wire.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

We, the undersigned, George D. Chapman, President, and Chas. H. Coit, Treasurer, of the Shepaug, Litchfield & Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief: and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

GEO. D. CHAPMAN,
President.

CHARLES H. COIT,
Treasurer.

Subscribed and sworn to before me, this twelfth day of September, 1889.

LEWIS F. WILSON,
Notary Public (180), *City and County of New York.*

SHORE LINE RAILWAY COMPANY, AS LESSORS.

History.

Name of common carrier making this report? The Shore Line Railway Company.

Date of organization? March 15, 1865.

Under laws of what Government, State, or Territory organized? Chartered by State of Connecticut, May Session, 1864.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? New Haven & New London R. R. Co. Laws of State of Connecticut.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Ezekiel H. Trowbridge,	New Haven, Conn.,	June, 1890.
Charles G. Landon,	New York City,	June, 1890.
Henry L. Hotchkiss,	New Haven, Conn.,	June, 1890.
Wilbur F. Day,	New Haven, Conn.,	June, 1890.
Wm. T. Bartlett,	New Haven, Conn.,	June, 1890.
Arthur D. Osborne,	New Haven, Conn.,	June, 1890.
E. Hayes Trowbridge, Jr.,	New Haven, Conn.,	June, 1890.

Total number of stockholders at date of last election? 240.

Date of last meeting of stockholders for election of directors? June 27, 1889.

Give post-office address of Lessor. Wilbur F. Day, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Ezekiel H. Trowbridge,	New Haven, Conn.
Vice-President,	E. Hayes Trowbridge, Jr.,	New Haven, Conn.
Secretary,	Wilbur F. Day,	New Haven, Conn.
Treasurer,	Wilbur F. Day,	New Haven, Conn.

Property Leased or Otherwise Assigned for Operation.

Name of Railroad the Income of which from lease, or from other assignment for operation, is included in the Income Account (page 341).

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
The Shore Line Railway	New Haven,	New London	New York, New Haven & Hartford R. R. Co.	Perpetual Lease.	48.53

Contract existing between this Road and the Company by which it is operated?

The Shore Line Railway is leased in perpetuity to The New York, New Haven & Hartford Railroad Company, at an annual rental of $100,000, payable to said Shore Line Railway on the first Tuesday in January and July in each year.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during the Year.	
				Rate.	Amount.
Common, .	$100.00	$1,000,000	$1,000,000 .	7¼ per cent.,	$72,500.00

Stock not listed. Last known *bona fide* sale $165 a share.

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash: Common, ...	628.452	$62,845.20
Issued for First Mortgage Bonds of New Haven & New London R. R. Co., ...	6,781.250	.....
Issued for Increased Valuation of Road, . .	2,590.298	.....
Total, ...	10,000	$62,845.20

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
1st Mortgage,	1880,	1910,	$200,000.00	$200,000.00	$200,000.00	$201,000.00

Rate of Interest.	Interest—When Payable.	Interest Accrued during Year.	Interest Paid during Year.
4½ per cent.,	March and September,	$9,000.00	$9,000.00

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds (p. 339),	$200,000.00	$200,000.00	$9,000.00	$9,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1889.	
Cash, ...	$1,510.42	Balance—Cash Assets, .	$1,510.42

Recapitulation.

For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 339),	$1,000,000.00	$1,000,000.00	48.53	$20,605.81
Bonds (p. 339), . .	200,000.00	200,000.00	48.53	4,121.16
Total, . . .	$1,200,000.00	$1,200,000.00	48.53	$24,726.97

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Total Cost to June 30, 1889.	Cost per Mile.
Construction, . . .	$1,169,496.10	$1,169,496.10	$25,134.24

Income Account.

Income from Lease of Road,		$100,000.00
Miscellaneous Income less Expenses (p. 341),		54.00
Total Income,		$100,054.00
Deductions from Income:		
Salaries and Maintenance of organization,	$410.95	
Interest on Funded Debt accrued (p. 340),	9,000.00	
Interest on Interest-bearing Current Liabilities accrued and paid off, not otherwise provided for,	56.75	
Taxes,	17,000.00	
Total Deductions from Income,		26,467.70
Net Income,		73,586.30
Dividends, 7¼ per cent., Common Stock,		72,500.00
Surplus from Operations of Year ending June 30, 1889,		$1,086.30
Deficit on June 30, 1888,		30,079.78
Deficit on June 30, 1889,		$28,993.48

Miscellaneous Income.

Item.	Net Miscellaneous Income.
Old Claim Collected,	$54.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 340),	$1,169,496.10	Capital Stock (p. 339),	$1,000,000.00
Cash and Current Assets (p. 340),	1,510.42	Funded Debt (p. 339),	200,000.00
Profit and Loss,	31,993.48	Accrued Interest on Funded Debt not yet payable,	3,000.00
Total,	$1,203,000.00	Total,	$1,203,000.00

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Lease of Road (p. 341),	$100,000.00	Interest on Funded Debt Paid (p. 340),	$9,000.00
From Other Sources (p. 341),	54.00	Other Interest Paid,	56.75
		Taxes (p. 341),	17,000.00
		Other Charges Against Net Income,	410.95
		Dividends (p. 341),	72,500 00
		Cash on hand,	1,086.30
Total,	$100,054.00	Total,	$100,054.00

Employees and Salaries.

Class.	Total Yearly Compensation.
General Officers,	$400.00
Distribution of above. General Administration,	400.00

Characteristics of Road.

Bridges:
Number Stone, ... 3
Number Iron, ... 14
Number Wooden, ... 20
Trestles:
Number, ... 20
Aggregate length, ... 7,384 feet.
Gauge of Track, ... 4 feet 8½ inches.
Telegraph:
Owned and operated by Western Union Telegraph Company, 48.53 miles of line.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, E. H. Trowbridge, President, and Wilbur F. Day, Treasurer, of the Shore Line Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. H. TROWBRIDGE,
President.

WILBUR F. DAY,
Treasurer.

Subscribed and sworn to before me, this 31st day of August, 1889.

ROBERT I. COUCH,
Notary Public.

SOUTH MANCHESTER R. R. CO.

History.

1. Name of common carrier making this report? South Manchester Railroad Co.

2. Date of organization? May Session, 1866.

3. Under laws of what Government, State, or Territory organized? State of Connecticut.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Ralph Cheney,	So. Manchester, Conn.,	Until successors are app't.
Frank Cheney,	" "	" "
F. W. Cheney,	" "	" "
Richard O. Cheney,	" "	" "

Total number of stockholders at date of last election? 9.

Date of last meeting of stockholders for election of Directors? January 25, 1869.

Post-office address of general office? South Manchester, Conn.

Post-office address of operating office? South Manchester, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. W. Cheney,	So. Manchester, Conn.
Secretary,	Richard O. Cheney,	So. Manchester, Conn.
Treasurer,	C. S. Cheney,	So. Manchester, Conn.
General Manager,	Richard O. Cheney,	So. Manchester, Conn.

Property Operated.

Name of every Railroad the operations of which are included in the Income Account (page 345).

Name.	From—	To—	Miles of Line for each Road named.
So. Manchester R. R., .	So. Manchester,	Manchester,	2.25

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$100.00	$40,000.00	$40,000.00	None in	Market.	....	.....

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Construction: Common, ...	400	$40,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1889.	
Current Liabilities, .	$23,160.75	Loans and Bills Payable,	$23,160.75

*Materials and Supplies on hand, $2,531.86. [*See general balance sheet, page* 347.]

Recapitulation.

a For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 344),	$40,000.00	$40,000.00	2.25	$17,777.77

b For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (page 345).

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Amount per Mile of Road.	
				Miles.	Amount.
So. Manchester R. R., . .	$40,000.00	$23,160.75	$63,160.75	2.25	$28,071.44

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1889.	Cost per Mile.
Construction, ...	$77,592.20	$34,485.42
Equipment, ...	21,123.72	9,388.32
Total, ...	$98,715.92	$43,873.74

Income Account.

Gross Earnings from Operation (p. 345), . . .	$17,087.64	
Less Operating Expenses (p. 346), ...	14,393.89	
Total Income, ...		$2,693.75
Taxes, ...		386.61
Net Income, ...		$2,307.14
Surplus from Operations of Year ending June 30, 1889,		$2,307.14
Surplus on June 30, 1889, ...		38,087.03

Earnings from Operation.

Passenger Revenue, ...	$10,961.39
Mail, Express, ...	68.76
Total Passenger Earnings, ...	$11,030.15
Freight Revenue, ...	6,057.49
Total Passenger and Freight Earnings, ...	$17,087.64

Operating Expenses.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway, Renewals of Rails, Renewals of Ties,	$4,790.06	$435.50	$5,225.56
Repairs of Fences, Road-crossings, Signs, and Cattle Guards,	162.36	14.80	177.16
Repairs of Buildings,	108.24	9.87	118.11
Total,	$5,060.66	$460.17	$5,520.83
Maintenance of Equipment:			
Repairs and renewals of Locomotives,	216.26	19.70	235.96
Repairs and renewals of Passenger Cars,	269.94	24.55	294.49
Shop Machinery, Tools, etc.,	42.53	3.87	46.40
Total,	$528.73	$48.12	$576.85
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen,	2,293.17	208.53	2,501.70
Fuel for Locomotives,	970.20	88.23	1,058.43
All other supplies for Locomotives,	287.73	26 16	313.89
Wages of other Trainmen,	1,320.64	120.06	1,440.70
Wages of Switchmen, Flagmen, and Watchmen,	1,001.00	91.00	1,092.00
Wages of Station Agents, Clerks, and Laborers,	916.67	83.33	1,000.00
Station supplies,	258.29	23.48	281.77
Other expenses,	388.34	35.30	423.64
Total,	$7,436.04	$676.09	$8,112.13
General Expenses:			
Insurance,	22.62	2.05	24.67
Stationery and Printing,	146.13	13.28	159.41
Total,	$168.75	$15.33	$184.08
Recapitulation of Expenses:			
Maintenance of Way and Structures,	5,060.66	460.17	5,520.83
Maintenance of Equipment,	528.73	48.12	576.85
Conducting Transportation,	7,436.04	676.09	8,112.13
General Expenses,	168.75	15.33	184.08
Grand Total,	$13,194.18	$1,199.71	$14,393.89

Percentage of Operating Expenses to Earnings, 84.24.

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 345),	$77,592.20	Capital Stock (p. 344),	$40,000.00
Cost of Equipment (p. 345),	21,123.72	Current Liabilities (page 344),	23,160.75
Other Assets:		Profit and Loss,	38,087.03
Materials and Supplies,	2,531.86		
Total,	$101,247.78	Total,	$101,247.78

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From Operation (p. 345),	$2,693.75	Taxes (p. 345),	$386.61
Other Assets,	2,004.75	Decrease in Current Liabilities,	4,311.89
Total,	$4,698.50	Total,	$4,698.50

Important Changes During the Year.

Decrease of Floating Debt, $4,311.89.

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.
General Officers,	1	.....
Station Agent and Conductor,	1	$1,200.00
Other Station-men, Assistant Freight Agent,	1	624.00
Enginemen,	2	1,980.00
Firemen,	1	546.00
Other Trainmen,	1	624.00
Section Foremen,	1	858.00
Other Trackmen,	4	1,950.00
Switchmen, Flagmen, and Watchmen,	1	546.00
Total,	13	$8,328.00

Passenger, Freight, and Train Mileage.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue,	159,661	.....	..	...
Number of passengers carried one mile,	359,237	.....	..	...
Average distance carried,	2.25	.....	..	...
Total passenger revenue,	.....	10,961	39	...
Average amount received from each passenger,	.....	.....	06	865
Average receipts per passenger per mile,	.....	.....	03	051
Passenger earnings per mile of road,	.....	4,871	73	...
Passenger earnings per train-mile,	.....	.....	64	136
Freight Traffic:				
Number of tons carried of freight earning revenue,	20,136	.....	..	...
Number of tons carried one mile,	45,306	.....	..	...
Average distance haul of one ton,	2.25	.....	..	...
Total freight revenue,	.....	6,057	49	...
Average amount received for each ton of freight,	.....	.....	30	828
Average receipts per ton per mile,	.....	.....	11	163
Freight earnings per mile of road,	.....	2,692	21	...
Freight earnings per train-mile,	.....	4	04	642
Passenger and Freight:				
Number of passenger trains,	9,006	.....	..	...
Number of freight trains,	614	.....	..	...
Train Mileage:				
Miles run by passenger trains,	17,086	.....	..	...
Miles run by freight trains,	1,497	.....	..	...
Total Mileage Trains Earning Revenue,	18,583	.....	..	...

Average number of freight cars in train, 8.

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Miscellaneous,	2,375	17,761	20,136	.....

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped with Train Brake.		Cars Fitted with Automatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives: Passenger, } Freight, }	.....	3	3	Westinghouse,	.....	.....
Cars in Passenger Service: Combination Passenger Cars	.....	3	3	Westinghouse,	3	Miller's.

Mileage.

a Mileage of road operated.

Line in Use.	Main Line Owned.	Total Mileage Operated.	Rails.	
			Iron.	Steel.
Miles of single track,	2.25	2.25	....	2.25
Miles of yard track, sidings, and spurs,	1.72	1.72	1.72	....
Total mileage operated (all tracks),	3.97	3.97	1.72	2.25

b Mileage of line by States and Territories. Mileage owned and operated by road making this report.

State or Territory.	Main Line Owned.	Steel Rails.
Connecticut,	2.25	2.25
Total mileage owned and operated (single track),	2.25	2.25

Renewals of Rails and Ties.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut,	2,374	$0.40

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Hard Wood —Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger, Freight,	164	44	252	18,583	30.38
Average Cost at Distributing Point,	$5.58	$3.50	.....	.....	.....

Characteristics of Road.

BRIDGES: Number Iron, ... 2

GAUGE OF TRACK: . . . . . 4 feet 8½ inches.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, F. W. Cheney, President, and C. S. Cheney, Treasurer, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

F. W. CHENEY,
President.

C. S. CHENEY,
Treasurer.

Subscribed and sworn to before me, this 13th day of September, 1889.

RICHARD O. CHENEY,
Notary Public.

STAMFORD & NEW CANAAN R. R. CO.

History.

Name of common carrier making this report? Stamford & New Canaan R. R. Co.

Date of Organization? February 1, 1883.

Under laws of what Government, State, or Territory organized? State of Connecticut.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized? New Canaan R. R. Co., Stamford & New Canaan Railroad, organized under laws of 1882. See Special Acts 1882, page 682.

What carrier operates the road of this company? Leased to and operated by the New York, New Haven & Hartford R. R. Co.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
George H. Watrous,	New Haven, Conn.,	Died July 5, 1889.
Edward M. Reed,	New Haven, Conn.,	January, 1890.
Charles P. Clark,	New Haven, Conn.,	January, 1890.
E. H. Trowbridge,	New Haven, Conn.,	January, 1890.
William D. Bishop,	Bridgeport, Conn.,	January, 1890.
Nathaniel Wheeler,	Bridgeport, Conn.,	January, 1890.
Willard Parker,	New York,	January, 1890.
William E. Barnett,	New Haven, Conn.,	January, 1890.
William L. Squire,	New Haven, Conn.,	January, 1890.

Total number of stockholders at date of last election? Nine.

Date of last meeting of stockholders for election of directors? January 9, 1889.

Post-office address of general and operating office? New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	William E. Barnett,	New Haven, Conn.
Secretary,	William E. Barnett,	New Haven, Conn.
Treasurer,	William L. Squire,	New Haven, Conn.

Property Leased or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account (page 353.)

Name.	From —	To —	By What Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Stamford & New Canaan R. R.	Stamford	N. Canaan.	Leased to and operated by the New York, New Haven & Hartford R. R. Co.	Lease of 99 years from Oct. 1, 1884.	7.66

Contract existing between roads mentioned on page 352 ?
The railroad of the Stamford & New Canaan R. R. Co. was leased to the New York, New Haven & Hartford R. R. Co. October 1, 1884, for 99 years, at an annual rental of $4,000.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common, .	$100.00	Amount of indebtedness of N. Canaan R. R. Co. $99,877.46	$99,877.46	No quotations. No sales. Stock all owned by N. Y., N. H. & H. R. R. Co.		Ap'rx. 4 p.ct.	$4,000.00

Manner of Payment for Capital Stock.	Number of Shares.	
Issued for Reorganization:		
Common, ...	998	$99,800.00
Fractional, ...		77.46
Total, ...	. . . .	$99,877.46

Stock issued for indebtedness of New Canaan R. R. Co. from which The Stamford & New Canaan R. R. Co. was organized.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroad.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (p. 352),	$99,877.46	$99,877.46	7.66	$13,038.83

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1889.	Cost per Mile.
Cost of construction and equipment to Stamford & New Canaan R. R. Co., . .	$99,877.46	$13,038.45

The original construction account of New Canaan R. R. Co. appears by its last report (1883) to the Railroad Commissioners, State of Connecticut, to have been $230,746.03
And the equipment account to have been 27,197.90
Total, ... $257,943.93
After reorganization in name of Stamford & New Canaan R. R. Co. its capital stock was made $99,877.46
At which cost it appears on the books of New York, New Haven & Hartford R. R. Co.

Income Account.

Income from lease of road, ... $4,000.00
Dividends, approximate, 4 per cent., common stock, $4,000.00

General Balance Sheet.

Dr.		Cr.	
Cost of road and equipment to Stamford & New Canaan R. R. Co. (p. 353),	$99,877.46	Capital stock (p. 352), .	$99,877.46

Cash Statement of Financial Operations for the Year.

Resources to Account for.		Resources Accounted for.	
From lease of road (p. 353),	$4,000 00	Dividends (p. 353), . .	$4,000.00

Renewals of Rails and Ties.

Included in report of New York, New Haven & Hartford R. R. Co. The items for Stamford & New Canaan Branch have not been kept separate.

Characteristics of Road.

Working Divisions or Branches.			Alignment.		
From—	To—	Miles.	Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Stamford . .	New Canaan,	7.66	21	3.61	4.05

PROFILE.

Length of Level Line. Miles.	Ascending Grades.			Descending Grades.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
.44	1	327	7.07	1	4	.15

Included in report of New York, New Haven & Hartford R. R. Co.

Bridges:

Number Stone, ... 1
Number Iron, ... 1
Number Wooden, ... 4
Gauge of Track, ... 4 feet 8½ inches.

Telegraph:

Owned and Operated by Western Union Telegraph Co., . 7.66 miles of line.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, William E. Barnett, President, and William L. Squire, Treasurer, of the Stamford & New Canaan Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WM. E. BARNETT.
President.

WM. L. SQUIRE,
Treasurer.

Subscribed and sworn to before me, this sixteenth day of August, 1889.

ALBERT W. MARTIN,
Notary Public.

WATERTOWN & WATERBURY R. R. CO.

History.

Name of common carrier making this report? The Watertown & Waterbury Railroad Company.

Date of organization? August 11, 1869.

Under laws of what Government, State, or Territory organized? State of Connecticut.

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
Wm. D. Bishop,	Bridgeport, Conn.,	3d Wednesday in Nov.
Wm. D. Bishop, Jr.,	Bridgeport, Conn.,	3d Wednesday in Nov.
Horace Nichols,	Bridgeport, Conn.,	3d Wednesday in Nov.
Chas. P. Clark,	New Haven, Conn.,	3d Wednesday in Nov.
Royal M. Bassett,	Birmingham, Conn.,	3d Wednesday in Nov.
Fred'k J. Kingsbury,	Waterbury, Conn.,	3d Wednesday in Nov.
Geo. W. Beach,	Waterbury, Conn.,	3d Wednesday in Nov.
Henry Merwin,	Watertown, Conn.,	3d Wednesday in Nov.
O. B. King,	Watertown, Conn.,	3d Wednesday in Nov.

Total number of stockholders at date of last election? 56.

Date of last meeting of stockholders for election of directors? November 21, 1888.

Post-office address of operating office? New York, New Haven & Hartford Railroad Company, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	Wm. D. Bishop,	Bridgeport, Conn.
Secretary,	Leman W. Cutler,	Watertown, Conn.
Treasurer,	Leman W. Cutler,	Watertown, Conn.

Property Leased, or Otherwise Assigned for Operation.

Name.	From—	To—	By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
Watertown & Waterbury,	Waterbury	Watertown,	N. Y., New Haven & Hartford R.R.,	No contract; the W. & W. R. R. is owned by the Naugatuck R. R.	4.44

Contract existing between this road and the company by which it is operated?

The Bonds of the Watertown & Waterbury Railroad Company, and nearly all of the stock is owned by the Naugatuck Railroad Company. The latter company operated it for several years without any contract between the two companies, the Naugatuck Railroad Company furnishing all the equipment, and paying all expenses and taxes, and taking all receipts. Some two years ago the New York, New Haven & Hartford Railroad Company leased the Naugatuck Railroad for 99 years ; included in this lease were all the rights, interest, property, etc., of the lessor in and to the Watertown & Waterbury Railroad Company.

Capital Stock.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Market Price of Shares.		Divid'ds Declared during Year.	
				June 30, 1889.	Average for Year.	Rate.	Amount.
Common,	$50.00	$150,000.00	$118,200.00	No value	No value	.....	.....

Manner of payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for Cash: Common, ...	2,364	$118,200.00

Funded Debt.

Class of Bond or Obligation.	Date of Issue.	When Due.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
First Mortgage,	1870	Nov. 17, 1885	$19,000.00	$19,000.00	$19,000.00	$19,000.00

Rate of Interest.	Interest — When Payable.	Interest Accrued during Year.	Interest Paid during Year.
7 per cent.	Bonds past due.	$1,330.00	None.

Recapitulation of Funded Debt.

Account.	Amount Issued.	Amount Outstanding.	Interest Accrued during Year.	Interest Paid during Year.
Bonds, . .	$19,000.00	$19,000.00	$1,330.00	None.

Recapitulation.

For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock (page 357),	$118,200.00	$118,200.00	4.44	$26,621.63
Bonds, (page 358),	19,000.00	19,000.00	4.44	4,279.28
Total, . .	$137,200.00	$137,200.00	4.44	$30,900 91

Cost of Road and Equipment.

Item.	Total Cost to June 30, 1888.	Total Cost to June 30, 1889.	Cost per Mile.
Construction, .	$134,248.00	$134,248.00	$30,230.00

General Balance Sheet.

Dr.		Cr.	
Cost of Road (p. 358),	$134,248.00	Capital Stock (p. 357),	$118,200.00
Profit and Loss,	2,952.00	Funded Debt (p. 358),	19,000.00
Total,	$137,200.00	Total,	$137,200.00

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage on entire R.R.,	Watertown, Conn.,	Waterbury, Conn.,	4.44	$4,279.00

Characteristics of Road.

Bridges:	
Number Iron,	2
Number Wooden,	4
Trestles:	
Number,	3
Aggregate length,	1,332 feet.
Gauge of track,	4 feet 8½ inches.

State of Connecticut, } ss.
County of Fairfield, }

We, the undersigned, Wm. D. Bishop, President, and Leman W. Cutler, Treasurer, of the Watertown & Waterbury Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we

further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. D. BISHOP,
President.

LEMAN W. CUTLER,
Treasurer.

Subscribed and sworn to before me, this 19th day of September, 1889, by Wm. D. Bishop, President.

WILLIAM T. HAVILAND,
Notary Public.

Subscribed and sworn to before me, the 20th day of September, 1889, by Leman W. Cutler, Treasurer.

W. B. HOTCHKISS,
Judge of Probate.

GENERAL INDEX.

Accidents, general statement, 23.
Annual Returns, change in form and time for making, 5–6.
Asylum Street Bridge Commission, suit brought by, in reference to removal of tracks between Church and Asylum Streets, 36 and Appendix "A".
Petition of Hartford Board of Trade, relating to accommodations at union station, 37 and Appendix "B".
Birmingham, spur track approved in, 34.
Boston & New York Air Line R. R. Co., condition of road, 18.
Annual return, 130–135.
Branford, spur track approved in, 34.
Capital Stock, increase of, 4.
Amount of, 6.
Car Heating, 26.
Colchester Railway Co., annual return, 136–139.
Collinsville, new station needed at, on N. H. & N. R. R., 19.
Flagman ordered at, 31.
Condition of roads, 11.
Current Liabilities, 7.
Danbury, locomotive whistling prohibited, 33.
Electric signal ordered at Wildman Street, 31.
Danbury & Norwalk R. R. Co., improved facilities, 12.
Annual return, 140–145.
Danielsonville, grade crossing change ordered in, 29, 38–43.
Debt, general statement, 7.
Demurrage, in freight service, 25.
Dividends, 8.
Earnings, gross, 8.
Net, 8.
East Hartford, School Street crossing, 30.
Electric signals ordered at Danbury and South Windham, 31.
Employees, movement for protection of, 24.
Number of, 11.
Fairfield, Supreme Court decision in the appeal of the town from the order of the Railroad Commissioners, 52–56.
Fence ordered at Hazardville, 33.
Supreme Court decision in the case of Gallagher *vs.* N. Y. & N. E. R. R. Co., 61–64.
Freight carried, 9, 10.
Grade crossings, features of the new law, 28.
change the past year, 29.
table showing crossings in each town, 70–75.
Hamden, grade crossings ordered planked in, 31, 57–60.

Hartford, completion of the Asylum Street improvement, 17.
The new union station in, 17, 37.
Petition of Board of Trade in reference to union station, Appendix "B".
Hartford & Harlem R. R. Co., status of, 3.
Hartford & Connecticut Valley R. R. Co., condition of road, 19.
Annual return, 146–150.
Hartford & Connecticut Western R. R. Co., improvements, 13.
Proposed branch to Springfield, Mass., 14.
Lease of, 11, 13.
Change of location at Ore Hill, 34.
Annual return, 151–164.
Hazardville, fence ordered, 33.
Petition for additional land for N. Y. & N. E. R. R. Co., 33.
Horse Railroad crossings, 32.
Housatonic R. R. Co., increase of stock, 4.
Improvements on road, 12.
Annual return, 165–184.
Length of roads, general statement, 9.
Locomotive whistling, petitions for prohibition of, 33.
Maintenance of roads, cost of, 11.
Mandamus, proceedings to enforce removal of tracks between Church and Asylum Streets, Hartford, Appendix "A".
Meriden, Hough's Mills crossing, 29.
Meriden, Waterbury & Connecticut R. R. Co., condition of road, 14.
Hough's Mills crossing, 29.
Annual return, 185–198.
Mileage, general statement, 9.
Milford, prohibition of locomotive whistling, 33.
Mystic, accommodations at, 34.
Naugatuck, improved facilities at, 19.
Naugatuck R. R. Co., condition of road, 19.
Improved facilities at Naugatuck, 19.
Annual return, 199–204.
New Haven & Northampton R. R. Co., condition of road, 19.
New station needed at Collinsville, 19.
Annual return, 220–226.
New Haven & Derby R. R. Co., Improvements, 14.
Leased to Housatonic R. R. Co., 15.
Annual return, 205–219.
New London, completion of bridge at, 20.
Petitions for change of locations, 35.
New London Northern R. R. Co., condition of road, 15.
Annual return, 225–239.
New York & Connecticut Air Line Railway Co., status of, 3.
Annual return of, 240–242.
New York, Bridgeport & Eastern R. R. Co., articles of association filed, 3.
New York & New England R. R. Co., improvement on road, 15.
Annual return, 243–268.
New York, New Haven & Hartford R. R. Co., improvements, 16–18.
The Hartford station building, 17.
Annual return, 269–294.

New York, Providence & Boston R. R. Co., description and picture of Thames River bridge, 20.
Annual return, 293–311.
Norwich, improvements on N. & W. R. R., 16, 65–69.
Petition for new station at, 35.
Norwich & Worcester R. R. Co., improvements at Norwich, 16.
Annual return, 312–318.
Operating expenses, general statement, 8.
Ore Hill, change of location, H. & C. W. R. R., 34.
Passengers carried, 9, 10.
Property accounts, 8.
Putnam, additional orders regarding the bridge over the railroads in, 34.
Ridgefield & New York R. R. Co., extension of time for construction, 22.
Annual return, 319–321.
Rockville R. R., purchased by N. Y. & N. E. R. R. Co., 12.
Annual return, 322–326.
Shepaug, Litchfield & Northern R. R. Co., improvements, 22.
Change of controlling interest, 22.
Annual return, 327–337.
Shore Line Railway Co., progress of double track, 18.
New iron bridge over the Connecticut River, 18.
Annual return, 338-342.
Simsbury, grade crossing changes ordered in, 29.
South Manchester R. R. Co., condition of road, 22.
Annual return, 343–350.
South Windham, electric signal ordered on N. L. N. R. R., 31.
Spur tracks approved at Birmingham and Branford, 34.
Stations, petitions for new, at Norwich and Waterbury, 35.
Stamford & New Canaan R. R. Co., annual return, 351–355.
Torrington, highway crossing over Naugatuck R. R., 32.
Waterbury, locomotive whistling prohibited in, 33.
Petition for new station in, 35.
Watertown & Waterbury R. R. Co., annual return, 356–360.
Westbrook, grade crossing changes in, 30.
Supreme Court decision in the appeal from order of the Railroad Commissioners, 44–51.
Westport, grade crossing changes in, 30.

LAWS

RELATING SPECIALLY TO

RAILROADS.

Statutes Relating Specially to Railroads.

Article XXV.

AMENDMENT TO CONSTITUTION.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment. Town aid to railroad corporations prohibited.

SECTION.
1. Meaning of "railroad company."
296. Appointment of railroad policemen.
297. Their powers.
298. Designated by badges.
331. Number of annual reports of Railroad Commissioners.
380. Estimates to be furnished for expenses of Board.
392. Petition for incorporation to be advertised.
393. Requirements of incorporation.
517. When trustee may release interest.
519. Attachment of railroad ties, etc.
1096. Fire communicated from locomotive.
1178. Levy of executions.
1383. Action for loss of life.
1400. Punishment for obstruction of track, causing death.
1403. Liability of railroad employes.
1429. Obstructions on railroads.
1431. Tampering with switches or signals.
1471. Throwing or shooting missiles at trains.
1472. Willful injury to engines or cars.
1473. Nuisance on tracks or in depots.
1474. Nuisance on railroad bridge.
1517. Abandonment or obstruction of engines and cars.
1544. Transportation of animals.
1573. Neglect to close gates, etc., at private crossing.
1611. Prosecution in *qui tam* suits.
1927. Proxy voting.
1988. Proceeds from sale of land.
2002. Arrests without warrant.
2557. Gambling on public conveyances.
2671. Height of bridges over railroad track.
2673. Damages from defective highways.
2692. Obstruction of highways.
2693. Obstruction of highways near bridges.
2700. Highways not to be laid out near railroads.
2712. Power of Superior Court over unsafe highways.
2959. Deeds of railroad companies.
2971. Right to land within limits of railroad or canal.
3022. Lien for services or materials.

SECTION 1. In the construction of all statutes of this State, words and phrases shall be construed according to the commonly approved usage of the language; and G. S. 1875, 553. Words and phrases generally.

technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1884, ch. 110. Railroad Company.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the General Assembly.

G. S. 1875, 33. Railroad and steamboat policemen.

SEC. 296. The Governor may, from time to time, upon the application or any railroad or steamboat company, engaged in the business of transportation in this State, commission, during his pleasure, one or more persons designated by such company, who, having been duly sworn, may act at its expense as policemen upon the premises used by it in its business, or upon its cars or vessels. When any such commission is issued, or revoked, the Executive Secretary shall notify the clerk of the Superior Court of each county in which it is intended that such policeman shall act.

G. S. 1875, 33. Their powers.

SEC. 297. Every railroad or steamboat policeman may arrest in his precincts for all offenses committed therein, and bring the offenders before proper authority.

G. S. 1875, 33. To wear a shield.

SEC. 298. Every such policeman shall, when on duty, wear in plain view, a shield bearing the words "Railroad Police" or "Steamboat Police," as the case may be, and the name of the company for which he is commissioned.

1885, ch. 115. 1887, ch. 92. Number of annual reports to be printed.

SEC. 331. He [the Comptroller] shall cause to be printed at the expense of the State, annually, such number of copies of each of the following annual reports, as is hereinafter stated, that is to say: Of the Railroad Commissioners, twenty-two hundred.

1885, ch. 40. 1887, ch. 5, § 10. Reports of public officers.

SEC. 376. All reports and returns which any public officer is required by law to make, annually, to the Governor, shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make to the Governor or General Assembly, biennially, shall be for the two fiscal years preceding; and all such reports and returns, as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the first day of November, in the year in which they are required to be made. And all such reports and returns as are required to be made biennially, shall be made, returned, and printed on or before the first day of November preceding the next regular session of the General Assembly. All other reports now required to be made

annually to the General Assembly shall hereafter be made to the Governor at the same period of the year is now required to be made to the General Assembly.

1884, ch. 108. By whom to be made.

SEC. 380. The estimates for the different classes of expenditures shall be made as follows, to wit: For . . . the Railroad Commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the Treasurer and Secretary. And the Comptroller shall cause a sufficient number of the estimates to be printed and delivered to the General Assembly, on the second day of its session.

G. S. 1875, 79. Petition for incorporation or alteration of charter of a railroad, horse railroad, canal, or turnpike company.

SEC. 392. No petition for the incorporation of any railroad, horse railroad, canal, or turnpike company, or for an alteration of the charter of any such company, shall be heard by the General Assembly, unless public notice shall be given by advertisement, in some newspaper published in the county where such railroad, horse railroad, canal, or turnpike is proposed to be, or is located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad, canal, or turnpike. the streets, highways, and other intended route of such horse railroad, or the proposed alteration of such charter; nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the manner of its construction, the feasibility of the route, the character of the soil, and probable expense of constructing the same.

G. S. 1875. 79. What charters granted only on petition. Charters of railroad and horse railroad companies.

SEC. 393. No act of incorporation or alteration thereof shall be granted by the General Assembly, except upon a petition therefor; when the law requires that notice of such petition shall be given by advertisement. Every charter of a railroad company, or horse railroad company, shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a horse railroad, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1885, ch. 110, § 141. Trustee of railroad company to release interest, when.

SEC. 517. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any

prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the Court of Probate.

1884, ch. 41. Attachments of machinery, engines, etc.

SEC. 918. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of any hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided*, the service of such attachment shall be completed and a copy of the process and of the accompanying declaration or complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

G. S. 1875, 439. Fire communicated by railway engine.

SEC. 1096. In all actions to recover for any injury occasioned by fire communicated by any railway locomotive engine in this State, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

G. S. 1875, 459. Levy on interest of one railroad company in road of another.

SEC. 1178. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right or way, or road bed of any other railroad corporation, together with the income, rents, and profits which may be due, or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon

some sign-post in the town where such last-named corporation has its office or principal place of business in this State, and as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

G. S. 1875, 495. Actions against railroad companies for loss of life.

SEC. 1383. No suit against a railroad company for damages for the loss of life, shall be brought by the executor or administrator of the deceased person, except within eighteen months from and after the death of such person.

G. S. 1875, 498, § 2. Homicide, when punished by death.

SEC. 1400. Every person who shall commit murder in the first degree, or who shall cause the death of another by willfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or, by willfully burning any building or vessel, shall suffer death.

G. S. 1875, 498, § 5. Railroad servants, liability for causing loss of life, etc.

SEC. 1403. Every servant of any railroad company, who shall in consequence of his intoxication, or any gross or willful misconduct of negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned in the State prison not more than ten years.

G. S. 1875, 502, § 1. Placing obstructions on railroads.

SEC. 1429. Every person who shall willfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the State prison not more than ten years; and if he shall do the same with intent to throw any locomotive or cars from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

G. S. 1875, 502, § 2. Displacement of switches or injury to signals on railroads.

SEC. 1431. Every person who shall willfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal or its connection therewith, shall be fined not more than one hundred dollars, and imprisoned in the State prison not more than ten years.

G. S. 1875, 505, § 27. Willful throwing or shooting

SEC. 1471. Every person who shall willfully throw or shoot any missile at any locomotive or railroad car, whereby the safety of any person is endangered,

at locomotive or railroad cars.

shall be fined not less than fifty nor more than five hundred dollars, or imprisoned not more than one year, or both.

G. S. 1875, 505, § 28. Willful injury to cars or engines.

SEC. 1472. Every person who shall willfully injure any engine or car, used upon any railroad, shall be fined not more than one hundred and fifty dollars, or imprisoned not more than one year, or both.

G. S. 1875, 505, § 29. Nuisance on railroad tracks or in depots.

SEC. 1473. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash, or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

G. S. 1875, 505, § 30. Nuisances on railroad bridges

SEC. 1474. Every person who shall commit any nuisance in or upon any railroad bridge, shall be fined not more than seven dollars, or imprisoned not more than thirty days or both.

1878, ch. 92. Abandonment or obstruction of engines, cars, etc.

SEC. 1517. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or abandon any locomotive, car, or train of cars, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, or railroad, shall be fined not more than one hundred dollars, or imprisoned not more than six months.

G. S. 1875, 514, § 15. Transportation of animals on railroads.

SEC. 1544. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and such company shall, in such case, have a lien upon such animals for food, care, and custody furnished and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not less than one hundred, nor more than five hundred dollars. The knowledge and acts of agents of, and of persons em-

ployed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1876, ch. 7. Neglect to close gates, bars, etc., on railroads.

SEC. 1573. Every person who shall enter upon, or cross a railroad at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not less than two, nor more than ten dollars, and shall be liable for any damage resulting therefrom.

G. S. 1875, 525, § 8. Fraudulent evasion of payment of fare.

SEC. 1591. Every person who shall fraudulently evade, or attempt to evade, the payment of any fare, lawfully established by any steamboat company located in this State, or by any railroad company, shall be fined not less than five nor more than twenty dollars.

G. S. 1875, 532, §§ 3, 7. 1886, ch. 52. Who may prosecute in *qui tam* suits.

SEC. 1611. When a fine, penalty, or forfeiture is imposed by any statute, as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the State, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture shall, in such case, belong to the State, county, or to n, as the case may be. All persons arrested for offenses committed upon cars or steamboats, may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

G. S. 1875, 279, § 11. Proxies.

SEC. 1927. No person shall vote at any meeting of the stockholders of any bank or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting; and no such power shall be used at more than one annual meeting of such corporation.

1880, ch. 58. Proceeds from sale of land to public, how kept for owner.

SEC. 1988. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the State, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

G. S. 1875, 34, § 3.

SEC. 2002. Sheriffs, deputy sheriffs, constables, bor ough bailiffs, police officers, and railroad and steamboat

Officer may arrest without warrant, when.

police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

G. S. 1875, 517, § 11. Gaming on public conveyances.

SEC. 2557. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not less than one, nor more than six months.

G. S. 1875, 232, § 8. Location of timbers in bridges over railroad tracks.

SEC. 2671. The bottom timbers of all bridges, hereafter constructed over any railroad track, shall not be less than eighteen feet above the rails, unless the Railroad Commissioners require a less height and prescribe the same in writing.

1883, ch. 105. Person injured on defective highways may recover damages. Notice of injury how given.

1 Root, 270, 448. 2 Root, 436. 7 Conn., 86. 17 Conn., 475. 18 Conn., 32. 30 Conn., 12, 35, 543. 36 Conn., 320. 34 Conn., 136. 25 Conn., 314. 37 Conn., 414, 298, 618. 39 Conn., 222, 276. 40 Conn., 205, 238, 456. 42 Conn., 294.

SEC. 2673. Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation or borough, unless written notice of such injury, and the nature and cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter, or if such defect consist of snow or ice, or both, within fifteen days thereafter, be given to a selectman of such town or to the clerk of such city, corporation, or borough; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

43 Conn., 36, 562. 44 Conn., 117. 46 Conn., 56, 263. 47 Conn., 59, 461. 48 Conn., 460. 49 Conn., 134. 51 Conn., 405. 50 Conn., 496, 579. 53 Conn., 212. 54 Conn., 9, 574.

1878, ch. 135. Highways not to be obstructed by railroad trains.

SEC. 2692. Any person traveling upon any public street or highway, which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five minutes by reason of trains, cars, or locomotives standing upon or across such street or highway, may recover not exceeding fifty dollars from the corporation owning or operating said railroad; provided, suit is brought within thirty days after the date of such obstruction.

1881, ch. 135. Highways in cities not to be obstructed by railroad trains.

SEC. 2693. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be

obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employé of any railroad corporation willfully violating any provision of this section, shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1878, ch. 134. Highways laid out within one hundred yards of railroad track and not crossing same to be approved by judge of Superior Court.

SEC. 2700. No highway which does not cross a railroad track, shall be laid out or opened to the public within one hundred yards of any railroad track, unless the layout has been approved by a judge of the Superior Court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds the public convenience and necessity requires such highway to be within such distance, and upon such approval, the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in their opinion the safety of the public may require.

1889, ch. 170. Proceedings on condemnation of public or private way by railroad company.

Whenever a railroad company shall have acquired the right to take any part of a public highway or a private way, it shall, before taking possession of the same, apply to some judge of the Superior Court, as provided in section 3464 of the general statutes, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of the taking and occupation of the highway or private way. The appraisers, so appointed, shall be sworn, and shall give notice of the time and place of their meeting by posting on the sign-posts of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, and if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way, and taken for such railroad purposes. At the meeting of the appraisers, any per-

son claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them to be just and reasonable. Further proceedings in connection with the condemnation of land shall be as prescribed by section 3464 of the general statutes.

G. S. 1875, 237, § 36. When portion of highway taken by railroad company leaves remainder unsafe, Superior Court may order change, etc.

SEC. 2712. The Superior Court of the county in which is any highway, or any portion thereof, taken by any other than a horse railroad company for railroad purposes, but not in a city or borough which has control of its highways, nor constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1875, ch. 14. Deeds of railroad companies.

SEC. 2959. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands, to the absolute use of the grantee.

G. S. 1875, 355, § 20. Right to land within limits of railroad or canal not gained by possession.

SEC. 2971. If the owner or occupant of any land, adjoining any railroad or canal, has since the tenth day of June, one thousand eight hundred and thirty one, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

G. S. 1875, 361, § 13. Lien on railroad for services or materials furnished for its construction. 41 Conn., 454.

SEC. 3022. Every railroad, for the construction of which, or of any of its appurtenances, any person shall have a claim for materials furnished or services rendered, under any contract with or approved by the corporation owning or managing such railroad, shall with its real estate, right of way, material, equipment, rolling stock, and franchise, be subject to the payment of such claim;

and said claim shall be a lien on said railroad, railroad property, and franchise, and the manner of asserting and perfecting such lien, by notice, certificate, and foreclosure, shall be in all respects in accordance with the provisions of the four preceding sections; except that the certificates of the lien and of its discharge shall be filed in the office of the Secretary of the State, who shall record them in a book kept for that purpose.

Title LXVI.

RAILROADS.

CHAPTER	CCX.	Railroad Commissioners.
CHAPTER	CCXI.	Additional Protection to Bridges, Trestles, and Pilings.
CHAPTER	CCXII.	Organization.
CHAPTER	CCXIII.	Steam Railroads.
CHAPTER	CCXIV.	Location and Construction.
CHAPTER	CCXV.	Railroad Bridges and Bridge Guards.
CHAPTER	CCXVI.	Depots.
CHAPTER	CCXVII.	Obligations of and to Companies.
CHAPTER	CCXVIII.	Bonds and Mortgages.
CHAPTER	CCXIX.	Miscellaneous Provisions.
CHAPTER	CCXX.	Returns.
CHAPTER	CCXXI.	Connecticut Central Railroad.
CHAPTER	CCXXII.	Horse Railroads.
CHAPTER	CCXXIII.	General Penalty.

Chapter CCX.

RAILROAD COMMISSIONERS.

SECTION.

3413. Appointment and term of office; General Assembly to fill vacancies, when.
3414. Composition of board.
3415. Vacancies filled by Governor, when.
3416. Office and Clerk.
3417. Records, and employment of experts.
3418. Salaries and contingent expenses, how paid.
3419. Commissioners to pass free on railroads.
3420. To give notice before approving layout.
3421. To certify that road is safe before it is opened.
3422. To examine roads, how often.
3423. General duties.
3424. May order gates, flagmen, and signals.
3425. Appeal; power of the Superior Court upon appeal.
3426. May make recommendations.

Appointment and term of Railroad Commissioners. 1887, ch. 5, § 37.

SEC. 3413. There shall be three Railroad Commissioners. The Governor shall within sixty days from the organization of the General Assembly at its regular session in 1889 and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the Senate shall appoint, two Railroad Commissioners, and shall within sixty days from the organization of the General Assembly at its regular session in 1891, and within sixty days from the organization of said assembly at its regular sessions quadrennially thereafter, nominate, and with the advice and consent of the senate shall appoint one Railroad Commissioner. The commissioners so appointed shall hold their respective offices for four

years from the first day of July next succeeding their respective appointments. The Senate shall act on all nominations of the Governor within ten days after they are made. If the Governor shall fail to nominate, within the sixty days herein prescribed, a person or persons for Railroad Commissioner or Commissioners who shall be confirmed by the Senate, the General Assembly shall fill the vacancy which would otherwise occur.

General Assembly shall fill vacancies, when. 43 Conn., 351.

1877, ch. 144. Composition of board. 43 Conn., 351.

SEC. 3414. One of the Railroad Commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice. One of said Railroad Commissioners shall be a capable and experienced civil engineer, of at least ten years' practice in his said business of civil engineer; and the other of said Railroad Commissioners shall be a good practical business man, and they shall be and constitute the Board of Railroad Commissioners.

1877, ch. 144. Vacancies filled by Governor, when.

SEC. 3415. If any vacancy occurs in said Board of Railroad Commissioners at a time when the General Assembly is not in session, the Governor shall appoint a Railroad Commissioner to fill such vacancy until the rising of the next session of the General Assembly; and all other vacancies shall be filled for the remainder of their respective terms in the manner provided by section 3413; and no stockholder or agent of any railroad company shall be a commissioner.

1877, ch. 144. Office and clerk.

SEC. 3416. The board shall appoint a clerk and have an office in Hartford where its records shall be preserved, which shall be kept open during the usual business hours. If the Comptroller does not furnish said board a proper office, it may hire one at an annual rent not exceeding five hundred dollars.

1877, ch. 144. Records, and employment of experts.

SEC. 3417. The Railroad Commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom they were derived, or by whom they may be proved, may employ experts or other agents when necessary, and shall have the powers and be subject to the duties hereinafter specified.

1877, ch. 144. 1878, ch. 50. Salaries and contingent expenses.

SEC. 3418. The office expenses and salaries of the board shall be paid monthly from the treasury, and in July in each year the whole amount so paid during the year ending the fourth day of July shall be apportioned by the Comptroller among the several railroad companies in proportion to the length of the main track or tracks of their respeetive railroads in this State, and each company and the trustees, assignees, lessees, or

other parties operating any such railroad shall pay the Treasurer their proportion of such amount.

G. S. 1875, 319, § 8. To pass free on railroads.

SEC. 3419. The Railroad Commissioners shall have the right to pass free of charge in the performance of their duties, on all railroads in the State, and to take with them any person in their official employment.

G. S. 1875, 319, § 9. To give notice before approval of layout, etc.

SEC. 3420. Before the Railroad Commissioners shall approve the laying out of any railroad, or the taking of any real estate for the purposes of said road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in the real estate taken or proposed to be taken; and if any such person resides out of this State, or is a *feme covert*, infant, or *cestui que trust*, or *non compos mentis*, any judge of the Superior Court may prescribe the notice to be given to such person.

G. S. 1875, 320, § 10. To certify that road is safe before it is opened.

SEC. 3421. No part of any railroad shall be opened for public travel unless the railroad company shall first obtain a certificate signed by the Railroad Commissioners, that such road is in a suitable and safe condition.

G. S. 1875, 320. § 11. To examine railroads at least twice a year.

SEC. 3422. The Railroad Commissioners shall, at least twice in each year, examine the several railroads in the State, and shall make a like examination of any railroad within the limits of any town, when thereto requested in writing by the selectmen, and shall see that the same are kept in suitable repair, and that the railroad companies faithfully comply with all provisions of law.

G. S. 1875, 320. § 12. General duties.

SEC. 3423. Said Commissioners shall cause such portion of the laws relating to railroads, as they deem proper, to be posted as they shall direct; and may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason, shall examine its railroad and all its appurtenances, engine, and cars, and its by-laws and rules, and in such examinations shall pass over the road at a rate not exceeding six miles an hour, and shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile; notifying the company in writing of the time of such examinations; and shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and out-buildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting such order shall receive

more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and luggage; and shall cause printed copies of sections 3550, 3551, and 3552 to be kept posted up at all railroad stations.

1884, ch. 59. May order gates, flagmen, and signals.

SEC. 3424. The Railroad Commissioners, when requested in writing by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough (in cases where the borough has charge of the highways within the same), to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within their respective towns, cities, or boroughs, shall visit such place, first giving the authorities making such request reasonable notice thereof, and if the public safety requires it, shall order the company operating said railroad to maintain a gate or electric signal, or to keep a flagman at said place, or to do any other act at said place needful for the protection of the public, and may specify when said gate shall be opened and closed, or when flagmen shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which said crossing is located, and there giving the authorities thereof an opportunity to be heard thereon; and if any railroad company shall neglect to station flagmen, or maintain gates or electric signals as ordered by said Commissioners, or shall neglect to comply with any order of said Commissioners provided for by this section, it shall forfeit to the State fifty dollars for each day of such neglect.

Penalty for neglect.

1883, ch. 115. Appeals.

SEC. 3425. When the Railroad Commissioners, on application as provided in the preceding section, shall make an order as provided therein, or refuse to make the same, their decision shall be communicated to the parties in interest within thirty days from the final hearing on the same, and either party aggrieved by such decision may appeal therefrom to the Superior Court, in the manner and with like effect as provided for ap-

peals in section 3518, and in all cases in which on an appeal, as aforesaid, an order shall be passed by the Superior Court said court may at any time upon the application of either party, with due notice to adverse parties, annul or vary such order; *provided* that said court shall find that there has been a change of circumstances surrounding said crossing. 1889. Chap. 216.

SEC. 3426. The Railroad Commissioners shall, from time to time, recommend in writing, to the several railroad companies, or any of them, the adoption of such measures and regulations as such Commissioners deem conducive to the public safety and interest; and shall report any neglect to adopt such recommendations to the next General Assembly. G. S. 1875, 320, § 14. May make recommendations.

Chapter CCXI.

ADDITIONAL PROTECTION TO BRIDGES, TRESTLES, AND PILINGS.

SECTION.	
3427. Commissioners may order guard-rails on railroad bridges.	3430. Power to examine witnesses; penalty for resisting.
3428. Penalty.	3431. Fees of witnesses.
3429. May apply for injunction against any company, when.	3432. Report to General Assembly.

SEC. 3427. When the Railroad Commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this State that guard-rails or any other appliances to secure safety should be placed upon any bridge belonging to such railroad, said Commissioners may order the company owning or operating such railroad to place such additional guards upon said bridge as they may deem necessary and proper to accomplish the object aforesaid. 1878, ch. 96. Commissioners may order guard-rails on railroad bridges.

SEC. 3428. Any railroad company which shall neglect or refuse to comply with any such order, shall forfeit to the treasurer of the State, twenty five dollars for each day of such neglect or refusal. 1878, ch. 96. Penalty for non-compliance.

SEC. 3429. If, upon examination of any railroad, or the affairs of any railroad company, the Commissioners shall be of the opinion that such road is in such condition, or that its affairs are so conducted as to endanger the safety of the public, or that the company has violated the law, or refused to obey the directions of said Commissioners or of any judge of the Superior Court, made pursuant to the powers given in this title, they may within one year after said examination make application to any judge of the Superior Court for an injunction to G. S. 1875, 321, § 15. May apply for injunction against corporation, when.

restrain any person from exercising or attempting to exercise the duties of any officer in such company; and said judge may proceed thereon as the Superior Court may do on complaints for an injunction.

G. S. 1875, 321, § 16. Power to examine witnesses. Penalty for resisting.

SEC. 3430. The Railroad Commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company; and whoever shall refuse, without justifiable cause, to appear and testify, or who shall in any way obstruct any Railroad Commissioner in the discharge of his duty, shall be fined not more than one thousand dollars, or imprisoned not more than one year or both.

1881, ch. 13. Fees of witnesses.

SEC. 3431. The fees of witnesses summoned by the Railroad Commissioners to appear before them under the provisions of the preceding section, and the fees for summoning such witnesses, shall be taxed by the Commissioners and paid by the treasurer of the State upon the order of the comptroller.

G. S. 1875, 321, § 17. 1876, ch. 37. 1883, ch. 66. Report to General Assembly.

SEC. 3432. The Railroad Commissioners shall make a report of the general conduct and condition of all railroads, and of any violation of law by any of them, to each General Assembly not later than the fourth week of its session, with such suggestions for legislation as they may deem proper.

Chapter CCXII.

ORGANIZATION.

SECTION.
3433. General railroad law.
3434. Articles of Association.
3435. Capital stock; name.
3436 Engineer's report; affidavit by directors.
3437. Subscriptions to stock.
3438. Corporate powers.
3439. Obtaining right of way.
3440. Limitation of time for commencing and completing road.
3441. Crossing of navigable waters.
3442. Other companies prohibited from holding stock.
3443. Companies may consolidate; proviso as to outstanding bonds and competing lines.
SECTION.
3444. Consolidation, how effected.
3445. Agreement to be ratified by stockholders.
3446. Powers of consolidated company.
3447. Issue of bonds.
3448. Such issue regulated.
3449. Where to sue or be sued.
3450. Proceedings for permission to increase capital stock.
3451. Finding, report, and recommendation by commissioners.
3452. Capital stock not to be increased without special authority.
3453. Limitation of preceding provisions.

G. S. 1875, 315, § 1. General railroad law.

SEC. 3433. Any number of persons not less than twenty-five may form a company for the purpose of constructing, maintaining, and operating a railroad for public use in the conveyance of persons and property.

SEC. 3434. The persons forming such railroad company shall make and sign articles of association, in which shall be stated: first, the name of the company; second, the place where its principal office or place of business is located, which shall be and continue in this State; third, the places from and to which and the names of all the towns through and into which it is proposed to construct, maintain, and operate said road; fourth, the length of said railroad, as nearly as may be, and the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road proposed to be constructed; fifth, the names and residences of not less than nine directors of said company, who shall be chosen by the persons subscribing said articles of association, and a majority of whom shall always be residents of this State, and who shall manage its affairs for one year; but the amount of the funded and floating debt of any such corporation shall at no time exceed the amount of cash actually paid in upon its capital stock. G. S. 1875, 315, § 2. Articles of association.

SEC. 3435. The capital stock of said company shall be divided into shares of one hundred dollars each, and each subscriber to such articles of association shall subscribe thereto his name, residence, and the number of shares he agrees to take in such company; and on compliance with the provisions of the succeeding sections of this chapter, such articles of association may be filed in the office of the Secretary of the State, who shall endorse thereon the day they are filed, and record them; and thereupon the persons who have subscribed such articles, together with all persons who shall become stockholders of such company, shall be a corporation by the name specified in such articles. G. S. 1875, 316, § 3. Capital stock. Name.

SEC. 3436. Such articles of association shall not be filed and recorded unless they are accompanied by the report, under oath, of a skillful engineer, founded on an actual examination of the route, showing the character and structure of the proposed road-bed, with its indications of rock or earth cuttings; the manner in which it is proposed to construct said railroad; the general profile of the surface of the country through which it is proposed to be made; the feasibility of the route and an estimate of the probable expense of constructing the same; a copy of which report shall be kept on file in the office of the Secretary of the State; nor shall such articles of association be filed and recorded until at least five thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per G. S. 1875, 316, § 4. Engineer's report to accompany the articles of association

cent. of such subscription paid in cash to the directors named in said articles, nor unless there is annexed thereto an affidavit made by at least three of said directors, that the amount of stock required by this section has been in good faith subscribed, and ten per cent. in cash paid thereon as aforesaid, and that it is intended in good faith to construct the road named in such articles; and a copy of any articles of association filed and recorded as aforesaid, or of the record thereof, certified by the Secretary of the State, shall be *prima facie* evidence of the due formation, existence, and capacity of said corporation.

Affidavit by directors.

G. S. 1875, 316, § 5. Subscriptions to the capital stock.

SEC. 3437. When such articles of association are recorded in the office of the Secretary of the State, the directors may, in case the whole of the capital stock is not subscribed, open books of subscription to the same in such places and on such notice as they may deem expedient, and may continue to receive subscriptions until the whole of the capital stock is subscribed; and no subscription shall be received or taken without such payment of ten per cent.; but such company shall not commence the construction of its road until at least ten thousand dollars a mile is subscribed to the capital stock thereof by responsible persons.

G. S. 1875, 317, § 6. Powers of the company.

SEC. 3438. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter upon such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct said railroad; and may construct, equip, and maintain a railway, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

G. S. 1875, 317, § 7. 1882, ch. 140. Right of way to be obtained within two years.

SEC. 3439. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the Railroad Commissioners; and when the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of any railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of any such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively release all damages for lands so taken, as fully as if the same were holden in their own right.

Trustees, guardians, etc., may release.

1882, ch. 140. Limitation of time for commencing and completing road.

SEC. 3440. If any railroad company formed under the provisions of this chapter shall not within two years after its articles of association are filed and recorded in the office of the Secretary of the State, commence the construction of its road, and expend thereon ten per cent. of the amount of its subscribed capital, or shall not finish or put in operation its railroad within five years from the time of filing and recording its articles of association as aforesaid, its corporate existence and powers shall cease: provided, that the Railroad Commissioners shall extend the time for the commencement of such railroad and expending ten per cent. and for taking lands, for a period or periods, not exceeding, in the whole, two years beyond the time of two years hereinbefore referred to, if said railroad company has been prevented by litigation, or by the opposition of any party, from complying with the provisions of this section.

1882, ch. 140. Crossing of navigable waters.

SEC. 3441. Any railroad company organized under the provisions of this chapter may construct its railroad across navigable waters, when said railroad company shall have filed in the office of the Secretary of the State a sworn statement of a competent engineer, approved by the Railroad Commissioners and the president and treasurer of said railroad company, that there has been expended in the construction of their railroad in this State, a sum equal to ten thousand dollars for each mile of their said railroad within this State between either terminal point in the location of said road and the proposed location of said bridge; provided, that no bridge shall be constructed across any river or harbor nearer the sea than some existing bridge across such river or harbor; and provided, that all such bridges shall be constructed in such manner, and of such materials and with draws of such width for the passage of vessels, as the Railroad Commissioners shall authorize and direct; but nothing herein shall be construed to authorize any railroad company to construct or use a bridge for any but railroad purposes.

1881, ch. 151. Bridges across navigable streams to have a draw.

SEC. 2668. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby. . . . . .

1882, ch. 140. Other companies prohibited from holding stock of company established under these provisions.

SEC. 3442. No other railroad company shall subscribe for, take, or hold any stock or bonds of any railroad company established under the provisions of this chapter, either directly or indirectly, unless specially authorized by the General Assembly.

1883, ch. 79. Railroad companies may consolidate. Proviso as to outstanding bonds, and as to competing lines.

SEC. 3443. Any railroad company incorporated under the laws of this State for the purpose of building and operating a railroad within this State, extending to or beyond the boundary line of this State, may consolidate its capital stock, franchises, and property with the capital stock, franchises, and property of any other incorporated railroad company, whose line of railroad, built or to be built, is situated wholly outside this State, whenever the railroads of the companies thus consolidating form one continuous line of railroad from some point in this State to some point in an adjoining State; provided, that no companies shall thus consolidate if, at the time of their consolidation, the aggregate outstanding bonds of the companies proposing so to consolidate, exceed one-half of what has been actually expended upon the railroads of such consolidating companies, the amount of said outstanding bonds to be ascertained as follows: the same to be certified to the Comptroller in the case of each company by the written statement, under oath, of the president and treasurer of said company, and of an engineer approved by the Railroad Commissioners of this State; and false swearing in the matter shall be perjury; and provided, that no railroad companies shall be consolidated under this provision, whose railroads, built or to be built, run on parallel or competing lines.

1883, ch. 79. Consolidation how effected.

SEC. 3444. Such consolidation shall be made as follows: The directors of the companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new company, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroad. But in no case shall the capital stock of the company formed by such consolidation exceed the sum of the capital stock of the companies so consolidated, at the par value thereof, nor shall any bonds or other evidences of debt be issued for a consideration for, or in connection with, such consolidation.

1883, ch. 79. Agreement to be ratified by stockholders.

SEC. 3445. Said agreement shall be submitted to the stockholders of each of said companies at a special meeting thereof, called separately for the purpose of taking the same into consideration; due notice of the time and place of holding said meeting and the object thereof shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively or sent to them by mail, when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town, or county where such company has its principal office or place of business; and at the said meeting of the stockholders the agreement of the said directors shall be considered and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballot shall be cast in person or by proxy, and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seals thereof, and the agreements so adopted, or a certified copy thereof, shall be filed in the office of the Secretary of the State, and shall thereafter be deemed and taken to be the agreement and act of consolidation of the said companies; and a copy of the said agreement and act of consolidation, duly certified by the Secretary of the State under his official seal, shall be evidence in all courts and places of the existence of said new company, and that the provisions of this and the two preceding sections have been fully observed and complied with.

1883, ch. 79. Powers of consolidated company.

SEC. 3446. Said consolidated company, when so formed, shall have and enjoy all the rights, franchises, property, and privileges which at the time of their consolidation were severally had or enjoyed by said constituent companies, subject to the provision that the consolidation permitted by this chapter shall not confer upon any railroad company any power or privilege not given by the laws of this state to all railroad companies organized under this chapter; and said consolidated company shall be subject as respects the construction, maintenance, operation, and taxation of that portion of its road built or to be built in each State, to the laws of such State, as fully as if no consolidation had been made; nor shall

the right of any creditor of any company thus consolidated be affected by such consolidation.

1883, ch. 79. Issue of bonds.

SEC. 3447. Said consolidated company may issue bonds, and secure the same, by a mortgage of its entire franchises and property, both within and without this State, existing or to be acquired, or any part thereof, to one or more trustees, to be nominated by said company and approved by the Governor of this State; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both States, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this State.

1883, ch. 79. Such issue regulated.

SEC. 3448. The provisions of section 3570 shall apply to the bonds and mortgage authorized by the preceding section.

1883, ch. 79. Where to sue or be sued.

SEC. 3449. Said consolidated company may sue and be sued in any county in this State into or through which its railroad or railroad route may extend; and not less than six of its directors shall be at all times citizens of this State.

1878, ch. 116. Proceedings for permission to increase capital stock.

SEC. 3450. When any railroad company shall desire to increase its capital stock, it shall make application to the Railroad Commissioners in writing, setting forth the amount to which and the purpose for which it is desired to make such increase. Whereupon the Commissioners shall fix a time and place for hearing such application, and require such notice thereof to be given as they may deem reasonable.

1878, ch. 116. Finding of facts, report, and recommendation by Railroad Commissioners

SEC. 3451. The Commissioners shall make a finding of all the essential facts presented to them in regard to such proposed increase of capital stock, and report the same to the next session of the General Assembly, with a recommendation whether such increase should be allowed or not, and if allowed, the manner in which and terms upon which such stock should be issued.

1878, ch. 116. Capital stock not to be increased without special authority.

SEC. 3452. No railroad company shall increase its capital stock except by special authority of the General Assembly, nor shall such authority be given except upon the recommendation of the Railroad Commissioners as herein provided.

G. S. 1875, 317, § 10. These provisions not to apply to horse railroads or authorize interference with existing railroads.

SEC. 3453. Nothing contained in this chapter shall be construed to authorize the construction of any horse railroad in any city or borough; or the taking or using the track, wharves, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection.

Chapter CCXIII.

STEAM RAILROADS.

SECTION.
3454. What railroads included in the provisions of this chapter.
3455. Company officers and by-laws
3456 Meetings, how called; stock votes.
3457. Officers when not to vote on proxies.
3458. Stock not to be voted on, if assessments are unpaid.
3459. Deposit to be made before applying for approval of layout.

SEC. 3454. All railroad companies which transport passengers or freight on their roads otherwise than by animal power alone, shall have all the powers and be subject to all the provisions contained in the succeeding sections of this chapter respecting such companies, except when otherwise specially provided in their charters. G. S. 1875, 319, § 1. What railroads included in the provisions of this chapter.

SEC. 3455. The direction of the affairs of every such company shall be vested in a board of not less than nine directors annually chosen by the company, who may fill any vacancies which may occur in their number, and shall elect one of their own number president of the board, who shall also be president of the company, and may also choose a secretary who shall also be secretary of the company, and be sworn to a faithful discharge of his duty, and a treasurer who shall give bonds to the company in such sum as shall be required by the by-laws, for the faithful discharge of his trust, and such other officers as they may deem expedient, and may make by-laws and regulations in regard to the management of the stock, property, and affairs of said company. G. S. 1875, 319, § 2 Company officers and by-laws.

SEC. 3456. All meetings of the company shall be called in such a manner as shall be provided in the by-laws, and at such meetings each member shall be entitled to one vote for each share held by him. G. S. 1875, 319, § 4. Meetings, how called; stock votes.

SEC. 3457. Every railroad company may prohibit the officers from voting in the election of directors upon any other stock than their own; and no officer of such company shall request any stockholder to execute a power of attorney to vote upon his stock; and no person shall be allowed to vote by virtue of a power so obtained; and any person who shall violate the provisions of this section shall be disqualified from holding any office in said company for one year thereafter. G. S. 1875, 319, § 5. Officers, when not to vote on stock of others.

SEC. 3458. No subscriber to the capital stock of any railroad company shall be allowed to vote on any of said stock, unless all assessments or installments on it, legally called in by such company, shall have been paid in full. G. S. 1875, 319, § 6. Stock not to be voted on, if assessments are unpaid.

1882, ch. 20. Deposit to be made by railroad company before applying for approval of lay-out of its road.

SEC. 3459. Every railroad company, before applying to the Railroad Commissioners for their approval of the location of its road, shall deposit with the State Treasurer a sum equal to eleven dollars per mile of the length of its proposed road in this State. And the Comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of the board, estimating the length of its main track or tracks as equal to said proposed length of road. And the Treasurer shall deduct the amount so apportioned to such company from said deposit, and return the remainder to the treasurer of such company.

Chapter CCXIV.

LOCATION AND CONSTRUCTION.

SECTION.
3460. What lands may be taken.
3461. Alteration of location.
3462. Where land is cut off from access to highway.
3463. Not to be laid out through cemetery.
3464. How lands may be taken.
3465. Damages, if road is never actually opened.
3466. Condemnation of easements, etc., reserved in a grant to the company.
3467. Owners may require a plan of land taken
3468. Map of road to be filed with town clerk.
3469. Statement to be filed with Secretary.
3470. Payment of laborers.
3471. Crossing other roads.
3472. Contracts with connecting roads.
3473. Leases of railroads regulated.
3474. Record of conveyance or lease of interest in location.
3475. Certificate of assignment, etc., of interest in location, to be recorded.
3476. Crossing highways or water-courses.
3477. Appeals from order authorizing crossing of streams.
3478 Warning boards at grade crossings.
3479. Right of way, how obtained on altering highways.
3480. To be constructed so as not to cross highways at grade, etc.
3481. New highway crossing railroads, how constructed.

SECTION.
3482. Commissioners to direct as to structure of bridge over railroad.
3483. Alteration of highway crossed at grade.
3484. Taking of land for the purpose.
3485. Penalty for non-compliance.
3486. Change of highway dangerous from proximity to railroad newly located.
3487. Such highways when the railroad has been heretofore constructed.
3488. Repairs and maintenance of changed highway.
3489. Proceedings to secure safety of highway crossings.
3490. Assessment of damages.
3491. Appeal.
3492. Commissioners may forbid the use of certain tracks for switching purposes.
3493. May regulate the use of such tracks, on petition, etc.
3494. Penalty for non-copliance with order.
3495. Appeal from such order.
3496. General penalty in absence of special penalty.
3497. Forfeiture, how recovered.
3498. Commissioners may regulate the speed of cars at crossings, etc.; general authority regarding crossings; penalty.
3499. Guarding rails at grade crossings.
3500. Covered bridges, height of.

G. S. 1875, 321, § 18. 1883, ch. 131. Company may lay out road and take land, on payment of appraisal

SEC. 3460. Every railroad company may lay out its road not exceeding six rods wide, and for the purpose of cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much more real estate within the limits of its charter as may be necessary for the proper construction and security of the road; but no real estate without the limits of said road shall be so taken without the permission of the parties interested therein, unless the Railroad Commissioners, on application of such company, and after notice

to said parties, shall first prescribe the limits within which real estate shall be taken for said purposes, and no railroad shall lay out and finally locate its road without the written approbation of the location by said Commissioners; and any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the Commissioners, provided such change is made before the construction of said road or of said section or part thereof has been commenced, and is made with the written approbation of said Commissioners; and provided, that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by said company as provided by law.

Commissioners shall prescribe limits.

SEC. 3461. Every railroad company, after its line of road shall have been located, approved, and established, may so far alter the location of such road as to change the radius of its curves, straighten and improve its lines, width, and extent of depot grounds, slopes, and embankments, and extend its lines of sight, when such changes are approved by the Railroad Commissioners, and may take lands for additional tracks, turnouts, and freight and passenger stations, and depots, also for the purpose of supplying water for the use of its engines and stations. A certificate of which changes or taking, duly signed by such Commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes or taking is made.

G. S. 1875, 321, § 19. 1882, ch. 140. Alteration of location.

Certificate of alteration to be recorded.

SEC. 3462. When any railroad company shall take land for railroad purposes, the effect of which is to cut off other land from practical access to the highway, said railroad may, with the approval of the Railroad Commissioners, take additional land, sufficient to procure a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Said way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1884, ch. 88. Where land is taken and other land is thereby cut off from practical access to the highway.

SEC. 3463. No railroad company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the Railroad Commissioners, when called upon to ap-

1881, ch. 154. Railroad not to be laid out through cemetery.

prove the proposed lay-out of said road, shall find that said cemetery, or the approach thereto, was located for the purpose of obstructing such lay-out, or unless said Commissioners shall unanimously approve such lay-out or location.

G. S. 1875, 321, § 20. Land, how taken, appraisal, damages, etc. 21 Conn., 294. 26 Conn., 249.

SEC. 3464. When any railroad company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the Superior Court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damage, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad; and shall return an appraisal of such damages in writing, under their hands, to the clerk of the Superior Court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and said appraisers shall be paid by said company for the time actually spent in making such appraisal and return; but no railroad shall be worked upon, or opened across any real estate, until the damages appraised to any person interested therein shall have been paid or secured to be paid to his satisfaction, or deposited with the treasurer of the county for his use.

1889, ch. 149. Taking of land already occupied.

Any railroad company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval thereof by the Railroad Commissioners, by proceedings under section 3464 of the general statutes; *provided*, that nothing herein shall be construed to authorize the taking or using the track, wharves, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection.

G. S. 1875, 322, § 21. Land owners to recover actual

SEC. 3465. When any real estate shall have been laid out for railroad purposes, and the damages shall have been appraised, and such road, or any part thereof,

shall have been abandoned or discontinued before the same shall have been opened and worked, no such execution shall issue, nor shall an action be brought against said company for the recovery of such damages by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of the laying out of the road, or for any unreasonable delay in opening and working the same.

damages only, where road is discontinued before opened and worked.

SEC. 3466. When any grant or conveyance to any railroad company of any parcel or parcels of land or right of way reserves any right, title, interest, easement, or privilege in such land, or subjects such company to special conditions or covenants, which reservations, conditions, or covenants may interfere with the furnishing by said company of reasonable and proper depot accommodations to the public, and such company cannot agree with the party or parties in interest as to the compensation or damages to be paid for the release of such reservation, condition, or covenant, such company may, with the approval of the Railroad Commissioners, condemn such reservation, condition, covenant or restriction in the same manner as is provided in this chapter for taking, appraising, and paying for land.

1876, ch 63. Condemnation by a railroad company of easements, etc., reserved in the grant of land to the company.

SEC. 1. Section one of chapter one hundred and forty-eight of the public acts of 1889, an act to prevent the arbitrary removal of farm crossings by railroad companies, is hereby amended to read as follows: Whenever any person or corporation owning land adjoining a railroad has been for five years since the first day of January, 1876, in the use of any private way, or any farm way or road crossing said railroad, such use shall be *prima facie* evidence of title in such owner to such crossing, in so far as to deprive such railroad company of the right to obstruct or interfere with such crossing until after the question of title shall have been judicially determined but not so as to affect the nature or order of evidence or to create any presumption in any trial of the title to such crossing.

1889, ch. 252. Evidence of title to private way crossing railroad.

SEC. 2. Section two of said act is hereby amended to read as follows: No railroad company shall remove, obstruct, or otherwise interfere with any such crossing until the legal right so to do shall have been finally settled by a judgment or decree of the superior court in the county where such crossing is located; and any railroad company claiming to be aggrieved by such crossing may bring its complaint against the person or

Railroad company not to interfere with such crossing until.

persons owning the land adjoining such crossing, to said superior court, which court shall hear and determine the rights of the parties, subject to the right of appeal, as in other civil actions. Any railroad company which shall violate the provisions of this section shall forfeit for every such violation the sum of one hundred dollars, which may be recovered in an action upon this statute by any person aggrieved thereby.

Forfeiture.

Application of this act not confined to adjoining landowners.

SEC. 3. The provisions of section one shall apply to persons owning land adjoining a railroad at a farm crossing or having a right over said crossing in all cases where they, together with the former owner or owners of the land or of the right of way, have used said crossing for five years since the first day of January, 1876.

1889, ch. 148. Crossings which have been interfered with to be restored.

SEC. 3. Any railroad company which has already removed, obstructed, or otherwise interfered with any such crossing, shall, within ten days after receiving a written request from the owner or owners of the land adjoining such crossing, restore the same to a condition of safety and usefulness to said owner or owners. And from and after such notice has been given said railroad company, the person or persons owning the land adjoining such crossing may use the same in the same manner as before such removal, obstruction, or other interference. In case said railroad company neglect or refuse, within ten days after such notice, to restore such crossing, the person or persons owning the land adjoining such crossing may restore the same and recover the expense thereof from said railroad company.

Establishment of such crossing by superior court.

SEC. 4 If it appear to said superior court, upon the trial of the action provided for in section two of this act, that the said railroad company has a legal right to remove or obstruct said crossing, but that such crossing is of private necessity and convenience to such adjoining land owner or owners, said court may lay out and establish the same or a similar crossing, and award said railroad company just damages therefor. And if such damages shall not be paid within sixty days after said award, said railroad company may remove or obstruct said crossing.

Application of this act not confined to adjoining land owners.

SEC. 5. The provisions of this act shall apply to all cases where any person or corporation has a right of way over a railroad, whether said person or corporation owns the land adjoining said railroad or not.

G. S. 1875, 322, § 22.

SEC. 3467. When any railroad company shall take any property for the purpose of its railroad, the owner

of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of such property so taken and said company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use said property, except for making surveys, shall be suspended until it shall have so delivered such description.

Owners may require a plan of land taken.

SEC. 3468. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the Railroad Commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of said railroad as lies in said town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course, and the width of the land taken.

G. S. 1875, 322, § 23. Corporation to deposit plan of road with town clerk.

SEC. 3469. Every railroad company shall, within six months after the final location of its road, file a statement of such location, defining the courses and distances, with the Secretary of the State.

G. S. 1875, 322, § 24. Location of road to be filed in Secretary's office.

SEC. 3470. Every railroad company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment of all labor thereafter performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if they, within twenty days after the completion of such labor, shall, in writing, notify its treasurer that they have not been paid by the contractors.

G. S. 1875, 322, § 25. Security from contractors for paying laborers; liability of company therefor.

SEC. 3471. Any railroad company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same; and if it cannot agree with such other railroad company, or the managers thereof, as to such crossing or connection, the Railroad Commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the several companies in interest to appear and be heard in relation to the matters contained in such notices, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the Railroad Commissioners shall be judges of the question of practicability.

1882, ch. 138. 1883, ch. 130. Crossing of one railroad by another.

1889, ch. 168. Electric, etc., and steam railroad crossings.

No electric, cable, or horse railroad shall hereafter be constructed across the tracks of a steam railroad at grade; nor shall any steam railroad cross any such electric, cable, or horse railroad at grade, except upon application to and approval by the Railroad Commissioners.

G. S. 1875, 323, § 27. Contracts with connecting or intersecting roads.

SEC. 3472. Any railroad company may make lawful contracts with any other railroad company with whose railway its tracks may connect or intersect in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such railway company.

1889, chap. 166. Railroad company may build branch when.

SEC. 1. Any railroad company in this State may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branch is found by a judge of the superior court, upon due application after such reasonable public notice as such judge may order, to be of public necessity and convenience.

Issue of bonds therefor.

SEC. 2. For the purpose of paying the cost of building any such branch, said railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner now provided by law for verifying the cost of a railroad for the purpose of issuing bonds.

Repeal.

SEC. 3. So much of section 3472 of the general statutes as relates to the construction of branches by railroad companies is hereby repealed.

Effect of this act on railroad charters.

SEC. 4. This act shall be deemed to be an addition to, and amendment of, all charters of railroad companies and shall repeal all limitations in any charter as to the length of branches which it may build.

1878, ch. 65. Leases of railroads regulated.

SEC. 3473. No lease of any railroad made after April 25, 1878, shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the company or companies that are parties to the lease, by a vote of two-thirds of the stock represented in person or by proxy, at a meeting of the stockholders called for that purpose, and at least one month's notice given of such meeting by advertising twice a week for four weeks in a daily paper published in the State, and also by mailing a copy of the call and of the lease to each stockholder; and said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1887, ch. 76. Record of conveyance or lease of interest in location.

SEC. 3474. All conveyances by any railroad company, or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease, whether now in force or hereafter executed, for a term exceeding one year, shall be recorded by the grantee or lessee in the office of the Secretary of the State.

1887, ch. 76. Certificate of assignment, release, or foreclosure, may be recorded.

SEC. 3475. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroads, acquired under any such conveyance as specified in the preceding section, or by virtue of the general laws of the State, may be recorded in like manner, and with the same effect.

G. S. 1875, 323, § 28. Crossing highways or watercourses. 27 Conn., 146.

SEC. 3476. When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the railroad company may construct said railroad across or upon the same if the Railroad Commissioners shall judge it necessary; but said company shall restore said watercourse or highway thus intersected to its former state, or in a sufficient manner not to impair its usefulness; and in case any highway is so located that said railroad cannot be judiciously constructed across or upon the same without interfering therewith, said company may, with the consent of said Commissioners, cause such highway to be changed or altered, so that said railroad may be made on the best site for that purpose; but said company shall put such highway in as good situation and repair as it was previous to such alteration under the direction of said Commissioners, whose determination thereon shall be final.

G. S. 1875, 323, § 29. Appeals from order authorizing the crossing of non-navigable streams.

SEC. 3477. When any railroad company shall be authorized by the Railroad Commissioners to cross any stream of water, or water-course, not navigable or pond of water, an appeal shall be allowed to any interested person aggrieved by such permission, to any judge of the Superior Court, within twenty days after the owners of the land adjoining said stream, at the point of said crossing, shall have had actual notice of the manner in which said Commissioners have permitted said stream to be crossed; which appeal shall be by a suitable petition, in writing, for a hearing in regard to the crossing, with a citation attached thereto, returnable within twelve days after its date, and served at least five days before the return day, upon such company. And said judge shall have, for the purpose of disposing of said appeal, all the powers of the Superior Court, and may proceed, by himself, or by committee, to a hearing in regard to the

propriety of said manner of crossing; and may render a decree either establishing more and sufficient waterway at the place of crossing, or providing such method of crossing that the usefulness and safety of said stream may be preserved, and that the safety of the public may not be endangered; or may confirm said mode of crossing; and if said alteration is so decreed may award costs against said company; and if said mode of crossing is confirmed, may award costs against the appellants, and may issue execution in favor of either party for costs to be taxed as in civil actions in court. Said appeal shall be a *supersedeas*, so far as said crossing is concerned, until judgment shall be rendered thereon by said judge.

Award of costs.

G. S. 1875, 324, § 31. Warning boards at grade crossings.

SEC. 3478. Every railroad company shall keep and maintain at each crossing at grade of any highway, at which there is no gate, warning boards of such a description as the Railroad Commissioners may approve.

G. S. 1875, 324, § 32. Right of way for highways for railroads, how obtained.

SEC. 3479. When any highway or street shall be changed or altered by any railroad company with the consent of the Railroad Commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither said company nor the town in which such change shall be made has any right of way, and said company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1883, ch. 107. Railroads to be constructed so as not to cross highways at grade, etc. 39 Conn., 128. 54 Conn., 574.

SEC. 3480. Every railroad company which may locate and construct a railroad across any turnpike, highway, or public street, shall construct it so as to cross over or under the same; and may, under the direction of the Railroad Commissioners, raise or lower the same at said crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the Railroad Commissioners shall order, and the convenience and safety of the public travel upon said turnpike, highway, or street may require; but the Railroad Commissioners may, upon due notice to said company and to the selectmen of the town or mayor of the city in which said crossing is situated, direct such company or trustee to construct its railroad at such crossing upon a level with the turnpike, highway, or street; but no such direction shall be given in any case, except for special reasons which shall be recorded in the records of the Railroad Commissioners.

1883, ch. 107. New highway crossing railroad, how constructed. 55 Conn., 19.

SEC. 3481. When a new highway or a new portion of a highway shall hereafter be constructed across a railroad, such highway or portion of highway shall pass over or under the railroad, as the Railroad Commissioners shall direct. The railroad company operating such railroad shall construct such crossing to the approval of the Railroad Commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of lands by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway or portion of highway. If said highway shall cross over said railroad, the structure necessary therefor shall be maintained and kept in repair by the party bound to maintain said highway; but if it shall cross under said railroad, such structure shall be maintained and kept in repair by said company.

Expense, how defrayed.

1887, ch. 63. Railroad Commissioners to direct as to structure of bridge over railroad.

SEC. 3482. When a highway, or portion of a highway, has been or shall be laid out or ordered to be laid out across a railroad, and the Railroad Commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said Commissioners may require such bridge to extend beyond the railroad crossed by it, but in cases pending June first, 1887, said Commissioners may determine the length, width, and material of such bridge at any stage of the proceedings.

1889, ch. 220. Proceedings on petition for abolition of railroad grade crossings.

SEC. 1. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the Railroad Commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the Railroad Commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to said petitioner, the railroad

company, the municipalities in which such crossing is situated, and to the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, said Commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom done; and if the aforesaid petition is brought by the directors of any railroad company, or in behalf of any railroad company, they shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any change in the grade of such highway, in consequence of any change, alteration, or removal ordered under the authority of this act, to be paid by the railroad company owning or operating the railroad in whose behalf the petition is brought, and in case said petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the railroad company owning or operating the road which crosses such public highway; if, however, the highway affected by such order, last mentioned, has been constructed since the railroad which it crosses at grade, the Railroad Commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the railroad company owning or operating the road which crosses such public highway. The directors of every railroad company which operates a railroad in this State shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this State, which crossings, so to be removed, shall be those which in the opinion of said directors are among the most dangerous ones upon the lines operated by it, and if the directors of any railroad

company fail so to do, the Railroad Commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the Railroad Commissioners in so doing shall proceed in all respects as to method of procedure and assessment of expense as if the said directors had voluntarily applied therefor.

Proceedings by railroad commissioners in absence of application.

SEC. 2. The Railroad Commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway or highways crossed at grade by a railroad or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the railroad company or companies owning or operating said railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough within which said highway or highways are situated, and to the owners of the land adjoining said crossing, order such alterations in such highway or highways as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section one-fourth of the expense, including damages and special damages, as aforesaid, shall be paid by the State and the remainder shall be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the Railroad Commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad.

Taking of land for the purpose.

SEC. 3. Railroad companies may take land for the purpose of this act in the manner provided by law for the taking of lands by railroad companies.

When tracks of more than one railroad cross a highway.

SEC. 4. Whenever the Railroad Commissioners, upon an application brought under the provisions of section one of this act, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating said railroads to appear before them and be heard upon the application, and after such notice and hearing said Commissioners shall determine what alteratio s shall be made, if any, so as to separate the grades of all of said

crossings at the same time, and they shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said Commissioners, shall deem proper.

Damages how assessed.

SEC. 5. Damages under the provisions of this act on account of any change of grade in highways shall be assessed in the same manner as in the case of land taken for railroad purposes; and the provisions of this act in relation to such damages for change of grade shall apply in the case of any order passed by the Railroad Commissioners or superior court since June 1, 1887, under the authority conferred by section 3489 of the general statutes.

Appeals.

SEC. 6. The provisions of section 3491 of the general statutes in relation to appeals shall apply to any decision of the Railroad Commissioners under the authority of this act.

Repairs, who bound to make.

SEC. 7. It shall be the duty of the railroad companies to maintain and keep in repair all structures erected over their tracks at any highway crossing, but it shall be the duty of the municipality in which the structure is situated to keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure.

Pending applications.

SEC. 8. The provisions of this act shall apply to any cause or application now pending before the Railroad Commissioners or superior court. All provisions of the general statutes which relate to sections 3483 and 3489 of the same shall be deemed to apply to the provisions of this act.

Repeal.

SEC. 9. Sections 3483 and 3489 of the general statutes are hereby repealed, but no rights, duties, or obligations belonging to or imposed upon any parties by any judgments heretofore rendered, shall be impaired or altered by such repeal.

1884, ch. 100. Alteration of highway crossed at grade. 53 Conn., 367.

[The following Section is repealed by Chapter 220, Sec. 9, Acts of 1889:] SEC. 3483. The Railroad Commissioners may, when in their opinion public safety requires an alteration of any highway crossed at grade by a railroad, after a hearing had upon such notice as they shall deem reasonable to the railroad company owning or operating said railroad, and to the selectmen of the town, mayor of the city, or warden of the borough within which said highway is situated, and to the owners of the land adjoining said crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; provided, that in no case shall more than one-half the expense be paid by the town, city, or borough aforesaid; and provided, that such alterations

as are made at the primary instance of the Railroad Commissioners shall not be ordered at the rate of more than one a year on any one railroad, except in the case of railroads having a double track throughout their entire length. Railroad companies may take land for the purposes of this section, in the manner provided by law for the taking of lands by railroad companies.]

1889, ch. 217. Notice of decision of R. R. commissioners as to grade crossings, and appeals from such decision.

The decision of the Railroad Commissioners rendered in any proceeding under section 3483 of the general statutes, shall be communicated within twenty days after final hearing, to all parties to whom notice of the hearing had on said proceeding was given; and any person aggrieved by such decision, who was a party to said proceeding, may appeal therefrom in the same manner, and with like effect, as is provided in the case of appeals from any order of the Railroad Commissioners, upon any proceeding relative to the location, abandonment, or changing of depots or stations.

1883, ch. 107. Taking of land for the purpose.

SEC. 3484. No lands shall be taken by any railroad company for the purpose mentioned in the preceding section, except such as are necessary, which necessity shall be certified by the Railroad Commissioners; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1884, ch. 100. Penalty for non-compliance.

SEC. 3485. Every railroad company which shall fail to comply with any provision of sections 3480, 3481, 3483, and 3484, shall forfeit to the town in which such crossing is situated, one hundred dollars for each and every month of such non-compliance. In each and every instance of such non-compliance the Railroad Commissioners shall give notice of all such forfeitures to said town, which shall collect the same.

1884, ch. 106. Change of highway dangerous from proximity to railroad newly located.

SEC. 3486. When a railroad has been laid out or located so near to a highway and in the same general direction as, in the opinion of the selectmen of any town, warden of any borough, or mayor of any city, within which the said highway is situated, to endanger public travel, the said selectmen, warden, or mayor may bring their petition to the Railroad Commissioners, setting forth the same; and the said Commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires, and a change of the location of such highway is practicable, forthwith order said rail road company to make said change, in such manner as the Commissioners may determine; and such change, including the cost of fencing such re-located highway, shall be done at the expense of said railroad company.

1884, ch. 106. Such highways when the railroad has been heretofore constructed.

SEC. 3487. In case any railroad has been heretofore constructed so near any highway in any town, city, or borough, as, in the opinion of the selectmen, mayor, or warden, of such town, city, or borough, respectively, to endanger public travel, said selectmen, mayor, or warden, may bring their petition to the Railroad Commissioners, who shall inquire into the facts, and, if in their judgment public safety so requires, may order the location of said highway to be changed, and determine by whom the work shall be done, and the expense of such change, including the cost of fencing, shall be paid equally by said town, city, or borough, and said railroad company.

1884, ch. 106. Repairs and maintenance of changed highway.

SEC. 3488. When the Railroad Commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad should not be constructed until certain highways should be re-located, changed, or altered by such railroad company, and the obligation of repairing or maintaining the whole or any part of such highways devolves by law upon any person or corporation other than the town, city, or borough, within which such highway may be located, such provision of said Commissioners shall be binding upon said railroad company, and it shall be the duty of said railroad company to maintain and repair said highway so re-located altered, or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such re location, change, or alteration. For the purposes of this and the two preceding sections, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such railroad company may use the material and abutments of any existing bridge, in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town are hereby authorized to discontinue such parts of the old highway as in their judgment are not of common convenience and necessity.

1876, ch. 36. 1877, ch. 8. Proceedings to secure safety of highway at railroad crossings.

[The following Section is repealed by Chapter 220, Sec. 9, Acts of 1889: SEC. 3489. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring

their petition in writing to the Railroad Commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or railroad, or the removal of obstructions to the sight at such crossing, and praying that the same be ordered. Whereupon the Railroad Commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable, to said petitioner, the railroad company, and to the owners of the land adjoining such crossing, and after such notice and hearing said Commissioners shall determine what alterations or removals shall be made, by whom done, and at whose expense.]

1876, ch. 36
Assessment of damages.

SEC. 3490. In case the party by whom the changes are to be made cannot agree with the owner of the land or other property to be removed or taken under the said decision of the Railroad Commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies. The expense of such assessment to be paid in the same manner as the expense of the alterations.

1876, ch. 36.
1877, ch. 8.
Appeal.

SEC. 3491. The decision of the Commissioners shall be communicated to the petitioners, to the railroad company, and to the owners of any property directed to be removed or taken, within twenty days after final hearing, and any person aggrieved by such decision may appeal therefrom in the same manner and with like effect as is provided in the case of appeals from any order of the Railroad Commissioners upon any proceedings relative to the location, abandonment, or changing of depots or stations.

1884, ch. 100.
Commissioners may forbid the use of certain tracks for switching purposes, etc.

SEC. 3492. The Railroad Commissioners are empowered and authorized to order any railroad company not to use for switching purposes, nor for standing trains of any kind, such portion of its tracks upon or across any public street or highway as in their opinion the public convenience requires should not be so used, and may limit the number of tracks, other than main tracks, which a railroad company may lay upon or across a public street or highway for side tracks or for switching purposes, and may order a railroad company to remove such of the side tracks or switching tracks now laid upon or across any public street or highway as said Commissioners may deem public convenience or safety requires should be removed.

1884, ch. 100.
Upon petition, etc., commissioners may make orders regulating the use of tracks for switching.

SEC. 3493. Said Commissioners, when requested in writing by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to forbid the use for switching purposes of the tracks of any railroad company where the same cross any public street or highway within said

town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request, and, if public convenience requires, shall order the company operating said railroad not to use the same or such part thereof as may be specified in said order for switching purposes, and may make any order regulating such switching that they shall deem proper, and, upon like application and notice, shall make such orders in regard to the laying of railroad tracks for side tracks or for switching purposes upon or across such streets or highways, or for the removal of such tracks already laid, as they may judge proper. Said Commissioners may change any such order when they deem it necessary, first visiting said town, city, or borough, and giving the authorities thereof an opportunity to be heard thereon.

1884, ch. 100. Penalty for non-compliance with order.

SEC. 3494. Any railroad company neglecting or refusing to obey any order of the Railroad Commissioners provided for in the two preceding sections, shall forfeit to the town in which such crossing is situated, one hundred dollars for each and every month of such non-compliance.

1884, ch. 100. Appeals from such order.

SEC. 3495. When said Commissioners, on application as prescribed in section 3493, shall make an order as provided therein, or refuse to make the same, their decision shall be communicated to the parties in interest within twenty days from the final hearing on the same, and either party aggrieved by such decision may appeal therefrom to the Superior Court in the manner and with the like effect as provided for appeals in section 3518, and the Superior Court may, at any time, upon application of either party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1884, ch. 53. General penalty in absence of special penalty.

SEC. 3496. When any railroad company shall fail to comply with any order of the Railroad Commissioners regarding any highway crossing, or any order of said Commissioners made in pursuance of the laws of this State, for which failure no other penalty is provided, said railroad company shall forfeit to the town within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884, ch. 53. Forfeitures, how recovered.

SEC. 3497. All forfeitures, not otherwise provided for, accruing to the State from any railroad company by reason of any neglect or refusal to comply with the orders of the Railroad Commissioners, shall be recovered

by the Treasurer of the State in an action upon the respective statutes providing for such forfeitures.

1883, ch. 106. Commissioners may regulate the speed of cars at crossings, etc.: general authority regarding crossings.

SEC. 3498. The Railroad Commissioners are empowered to made orders for the regulation of the speed at which railroad locomotives and cars shall cross streets and highways; and orders regulating the obstruction of streets and highways by railroad locomotives and cars; and generally to make any and all orders regarding the crossing of streets and highways by railroad locomotives and cars, that the public may be inconvenienced as little as possible thereby. Every railroad company which shall violate any such order, shall forfeit to the State fifty dollars for each day of such violation.

Penalty.

1884, ch. 35. Guarding rails at grade crossings.

SEC. 3499. When any railroad is crossed by a highway on a level therewith, the company operating said railroad shall, at its own expense, so guard or protect its rails by plank, timber, or otherwise as to secure a safe and easy passage across its road. And if the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the Railroad Commissioners that any company has failed to comply with the requirements of this section in regard to any highway within their town, city, or borough respectively, said Commissioners shall examine said crossing and make such order as they may deem necessary to carry out the provisions of this section.

G. S. 1875, 324, § 33. Covered bridges, height of.

SEC. 3500. All covered bridges constructed on the line of any railroad shall not be less than eighteen feet in height from the top surface of the rail laid in the track on the bridge to the underside of the cross-beams overhead.

Chapter CCXV.

RAILROAD BRIDGES AND BRIDGE GUARDS.

SECTION.	
3501.	Railroad companies to erect bridge guards.
3502.	Penalty for neglect.
3503.	Footways upon railroad bridges.
3504.	Cattle guards.
3505.	Fences.
3506.	Commissioners may make orders relative to fences.
3507.	Penalty for neglect.
3508.	When duty of adjoining owner is neglected.
3509.	When fence is to be maintained jointly.
3510.	Roads operated by trustees.
3511.	State's Attorney to complain, if company neglects to repair highway.
3512.	Taking land to make changes recommended.

1878, ch. 101. Railroad companies to erect bridge guards.

SEC. 3501. Every railroad company shall, if required by the Railroad Commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad less than eighteen feet in height above the tracks; such bridge guards to be approved by the Rail-

road Commissioners, and to be erected and adjusted to their satisfaction.

1878, ch. 101. Penalty for neglect.

SEC. 3502. Every railroad company refusing or neglecting to comply with the provisions of the preceding section shall for each month of continuance in such refusal or neglect, forfeit and pay to any person who shall sue therefor, the sum of fifty dollars.

G. S. 1875, 324, § 34. Footways upon railroad bridges.

SEC. 3503. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the Railroad Commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. And if said Commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway; provided, such footway be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, used, and maintained as not to interfere with the necessary and proper use of such bridge or causeway of such company.

FENCES.

G. S. 1875, 326, § 45. Cattle guards. 27 Conn., 479.

SEC. 3504. Every railroad company shall construct suitable cattle guards and fences therefrom at all crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the Railroad Commissioners deem it unnecessary.

1881, ch. 66. Fencing of railroads.

SEC. 3505. Every railroad company shall erect and maintain fences on the sides of the railroads operated by it at such place or places as the Railroad Commissioners shall direct; and every railroad company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall cause sufficient fences to be erected and maintained on the sides of such railroads, except at such place or places as the Railroad Commissioners shall adjudge them unnecessary; such fences to be erected by all companies hereafter organized, within twelve months after they enter upon and take possession of the lands through which their railroads pass.

1881, ch. 66. Commissioners may make orders relative to fences.

SEC. 3506. Said Commissioners shall make special investigation as to the necessity or condition of the fences on the line of any railroad, when so requested in writing, and when judged necessary shall issue their order directing the company operating said railroad to erect or repair said fences. Said order shall specify the place or places, the manner in which and the time within which the fence is to be erected or repaired, which order shall be served upon said company by some indifferent person by leaving with its secretary, or at his usual place of abode, a true and attested copy thereof within six days from its date.

1881, ch. 66. Penalty for neglect.

SEC. 3507. If any railroad company shall neglect to comply with any such order it shall forfeit to the State one hundred dollars per month for each and every month of such neglect. The Railroad Commissioners shall give notice of all such forfeitures to the State Treasurer, who shall collect the same. And any person who, without neglect on his part, shall suffer damage by reason of the neglect of any railroad company to erect or maintain fences as required by law, may recover such damage from such company.

1881, ch. 66. When the duty of owner of adjoining land to maintain fence is neglected.

SEC. 3508. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between said land and said railroad, and such owner shall have unduly neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the Railroad Commissioners, said company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on said land, and it shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien, but shall not continue in force unless said company shall, within sixty days after the completion of said fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of said fence, which certificate shall be recorded by said town clerk on the land records of said town.

1881, ch. 66. When fence is to be maintained jointly.

SEC. 3509. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and the same shall have been so erected or maintained by any company by order

of the Railroad Commissioners as aforesaid. said railroad company may collect one-half of the cost of erecting and maintaining the same from such owner, and the same shall be a lien on the lands of such owner as provided in the preceding section.

1886, ch. 77. Use of barbed wire regulated.

SEC. 2274. No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough in which such sidewalk or highway is situated.

1889, chap. 126. Barbed wire not to be used on fences between adjoining proprietors.

SECTION 1. No person or corporation shall make use of any barbed wire in the construction of fences, or have any barbed wire upon existing fences between their own premises and those of any adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent thereto.

Penalty.

SEC. 2. Any person or corporation who shall violate the provisions of this act shall be fined not more than one hundred dollars.

1889, ch. 143. Barbed wire fence not to be used on grounds of school or other public building.

SECTION 1. No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or other public building in this state.

Penalty.

SEC. 2. Any person who shall violate the provisions of this act shall be fined not more than one hundred dollars.

1881, ch. 66. Roads operated by trustees.

SEC. 3510. When any railroad shall be operated by a trustee or trustees, the duties and liabilities imposed, and the right conferred by the five preceding sections upon companies operating railroads are hereby imposed and conferred upon such trustee or trustees. All orders of the Commissioners upon such trustees shall be served by leaving a true and attested copy of such order with or at the usual place of abode of one of such trustees, by some indifferent person, within six days of the date thereof.

G. S. 1875, 326, § 46. State's Attorney to complain if company neglects to repair highway.

SEC. 3511. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct or to keep in repair any bridge, embankment, filling, or abutment, which it is its duty to maintain; the State's Attorney in any county wherein such neglect exists, or in which the whole or any part of said highway or bridge is situated, shall make complaint thereof to the Superior Court for such county, which shall proceed in the same manner against said railroad company as is required against towns neg-

lecting to construct any road laid out by the Superior Court, or to keep in repair any public road within their limits, which it is their duty to construct or keep in repair.

1887, ch. 30. Taking of property by railroad companies in certain cases.

SEC. 3512. When the Railroad Commissioners shall recommend to any railroad company that any changes or alterations ought to be made in the roadway or bridges of such railroad company, in order to make the same safer and more permanent, and, to carry out such recommendation it shall be necessary for such company to acquire any property or estate, or any interest in or to the same, such company may condemn and take such property, estate, or interest, in the same manner as is provided for taking, appraising, and paying for land, in section 3464.

Chapter CCXVI.

DEPOTS.

SECTION.	
3513. When railroad trains to stop near villages.	3517. Abandoned stations, how re-established
3514. Stations, how established on petition to judge of Superior Court.	3518. Appeals from Railroad Commissioners.
3515. Security for compensation of engineer.	3519. Application to Superior Court to compel stoppage of trains at depots.
3516. Stations not to be abandoned, without approval of commissioners.	3520. Hearing before committee.
	3521. Report of committee.
	3522. Order of court, how enforced; costs.

G. S. 1875, 326, § 47. When railroad trains shall stop near villages.

SEC. 3513. When the business center of any village containing two hundred inhabitants is more than one and a half mile from the nearest station on a railroad, and not more than one-third of a mile from said road, the Railroad Commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon said railroad, at or near said village, for the purpose of receiving and discharging passengers and freight, as they shall deem just and reasonable; and no railroad company whose trains may be thus required to stop, shall charge more than five cents for each mile and fraction of a mile, for transporting passengers between such stopping-place and the next station.

G. S. 1875, 327, § 48. Stations, how established.

SEC 3514. When twenty electors shall present their petition to a judge of the Superior Court alleging that the managers of any unfinished railroad ought to establish a station at or near a place named, and that they have reason to fear that said managers do not intend so to do, he shall, after due notice to said managers, appoint a practical engineer skilled in the construction

of railroads, who, after being duly sworn shall with the Railroad Commissioners, hear said petition, after due notice to all parties in interest; and if on such hearing said Commissioners concur with said engineer in finding such petition true, they shall in writing designate the place within the limits embraced in said petition, where said company shall establish and maintain a suitable station; and said company shall establish and maintain said station at such place; if the Commissioners shall concur with said engineer in finding said petition untrue, they shall dismiss the same; and if said engineer shall not concur with said Commissioners, he and they shall each make a written report of the facts found by them, respectively, and of their respective opinions thereon, to said judge, who shall thereupon make such order as, upon an examination of said reports, he may deem reasonable; and any order so made by him against said company shall be binding upon it.

Petition to be dismissed if found untrue; engineer and commissioners to make separate reports if they disagree.

G. S. 1875, 327, § 49. Security for compensation of engineer.

SEC. 3515. Said judge may at any time require said petitioners, on penalty of dismissal of their petition, to give such security as he shall order for the payment of such fees and expenses of said engineer as shall be taxed by him after due hearing of the parties thereon, which shall be paid by the petitioners; but, if said judge shall so order, the whole or a part thereof shall be refunded by said company to the petitioners.

G. S. 1875, 327, § 50. Stations not to be discontinued without approval of commissioners.

SEC. 3516. No railroad company shall abandon any station on its roads, in this State, after the same has been established for twelve months, except with the approval of the Railroad Commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in said station for one month previous to the hearing.

1889, ch. 90. Abandonment of railroad station, the line changed.

SECTION 1. Whenever the directors of any railroad company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be any railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the Railroad Commissioners for authority to abandon the use of such station after a new station has been provided at some convenient point upon the new line of such railroad.

Notice of hearing.

SEC. 2. Whenever an application is made to the Railroad Commissioners under the provisions of the foregoing section, they shall fix a time and place for a hearing in relation to the same, and they shall give

notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice.

Fixing of new location.

SEC. 3. The Railroad Commissioners shall have power, upon any application brought and heard under the preceding sections, to fix the location of a new station upon the new line of railroad, and when such new station has been constructed and opened for the use of the public, the railroad company in whose behalf the application is brought may abandon the old station.

G. S. 1875, 327, § 51. Abandoned stations how re-established. 37 Conn., 153.

SEC. 3517. Any station on any railroad in this State, which was abandoned between the first day of January and the fourth day of July, 1866, shall upon the petition to the Railroad Commissioners of thirty freeholders residing in the town where such station was located, be restored, upon the approval of said commissioners given after a public hearing held at the station nearest to said abandoned station, and after notice of said hearing shall have been conspicuously posted at the place of hearing for one month previously to the hearing.

G. S. 1875, 327, § 52. Appeals from Railroad Commissioners. 1889, chap. 213.

SEC. 3518. Any person aggrieved by any order of the Railroad Commissioners, upon any proceeding relative to the location, abandonment, or changing of depots or stations to which he was or ought to have been made a party, may appeal from the same to the Superior Court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day; and said court may hear said appeal and re examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the Railroad Commissioners therein, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper

G. S. 1875, 328, § 53. Application to Superior Court

SEC. 3519. When any railroad company in this State shall refuse to stop any of its passenger trains at any station, ten freeholders of the town in which such station

to compel companies to stop passengertrains at depots.

is situated may make their application in writing to the Superior Court, and if said court is not in session, to any judge thereof, praying that said company may be ordered to stop the train or trains mentioned in said application at said station, to which application a citation shall be annexed, and the same shall be served upon such company at least six days before the return day named therein.

G. S. 1875, 328, § 54. Hearing before committee.

SEC. 3520. Said court, or judge, as the case may be, shall appoint a committee of three disinterested persons who, being first duly sworn, shall hear and decide upon said application at such time and place and with such notice to those interested as said court or judge shall order; and if said committee shall be of opinion that said application ought to be granted, they may order said company to stop its train or trains in the manner prescribed in said order, and make such other order as they shall deem just and reasonable, and shall make return of their doings to the next session of said court.

G. S. 1875, 328, § 55 Report of committee.

SEC. 3521. Upon such return, either party may object to the acceptance of the same for irregularity or improper conduct, and the court for such cause may set it aside and order a rehearing; but if the court accept the same it shall be conclusive, and said company shall obey said order.

G. S. 1875, 323, § 56 Order, how enforced; costs.

SEC. 3522. Said order may be enforced by *mandamus*, and the costs of said proceeding may be taxed by said committee against either or both of said parties.

Chapter CCXVII.

OBLIGATIONS OF AND TO COMPANIES.

SECTION.
3523. Railroad trains on Sunday restricted.
3524. Freight not to be handled on Sunday between certain hours.
3525. Penalty.
3526. Rates of fare on Sunday trains; penalty.
3527. Construction of preceding sections.
3528. Companies to use standard time.
3529. To afford each other mutual facilities.
3530. How compelled to make proper connections.
3531. To maintain safe approaches to stations.
3532. Trunk roads to afford equal facilities to intersecting roads.
3533. How to compel them to do this.
3534. Order by Commissioners as to railroad connections.
3535. All connecting roads to have equal facilities.
3536. Penalty.
3537. Freight cars to be provided with safety couplers.
3538. Such couplers to be approved by Commissioners.
3539. Penalty.
3540. Connecting aprons; hand-cars not to be left near crossings; drinking-water for passengers; baggage checks; names of depots to be posted up; designation of destination of trains.
3541. Fraudulent evasion of payment of fare.
3542. Change in commutation fares.
3543. Transportation of milk.
3544. Penalty for refusing to transport milk.
3545. Freight charges for shorter distance not to exceed charges for longer distance.
3546. Penalty.
3547. Penalty for refusing to transport material for repair of another road.
3548. Penalty for refusing to give receipt.
3549. Certain employees to wear badges.
3550. Trespasses on cars or track, and on platform at station.

SECTION.
3551. Complaint by railroad agents.
3552. Punishment.
3553. Engines, bells, and whistles.
3554. To be sounded at crossings.
3555. May be sounded by assistant engineer or fireman.
3556. Commissioners may require sounding of whistle at crossings.
3557. Engineers to have copies of this law, and be sworn to obey it.
3558. Blowing of whistle dispensed with when.
3559. Duty of companies in that case.
3560. Stopping trains at bridges and crossings.
3561. Penalty.
SECTION.
3562. Duty of Commissioners on complaint of interference with navigation by use of draw-bridges.
3563. Stopping trains at depot near draw-bridges.
3564. Switches at railroad junctions.
3565. Special order by Commissioners as to passing crossings without stopping.
3566. Number of brakemen required on a train.
3567. Companies to give notice to Commissioners of accidents, etc.
3568. Trains to be provided with hospital stretcher.
3569. Commissioners may make orders relative to heating and lighting cars, and report neglect to General Assembly.

1887, ch. 11. Railroad trains on Sunday restricted.

SEC. 3523. No railroad company shall run any train on any road operated by it within this State, between sunrise and sunset on Sunday, except from necessity or mercy; provided, that before ten o'clock and thirty minutes in the forenoon and after three o'clock in the afternoon it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the Railroad Commissioners of this State, on application made to them on the ground that the same are required by the public necessity, or for the preservation of freight.

1887, ch. 11. Freight not to be handled on Sunday between certain hours. 1889, ch. 23.

SEC. 3524. No railroad company shall permit the handling, the loading, or the unloading of freight on any road operated by it, or at any of its depots or stations within this State, between sunrise and sunset on Sunday, except from necessity or mercy; *provided, however*, that the Railroad Commissioners of this State may suspend the operation of this section, so as to permit the handling, the loading, or the unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by the public necessity or for the preservation of freight.

1887, ch. 11. Penalty.

SEC. 3525. Every railroad company which shall violate any of the provisions of the two preceding sections shall forfeit to the State the sum of two hundred and fifty dollars for any such violation.

1887, ch. 11. Rates of fare on Sunday trains.

SEC. 3526. No railroad company shall transport passengers, on Sunday, upon any train deemed necessary according to the intent of section 3523, for less than the highest regular fare collected on week days, and no commutation, special bargain, or season or mileage ticket shall include or provide for any travel on said day, under penalty of a forfeiture to the State of fifty dollars for each and every violation of this provision. Penalty.

1887, ch. 11. Construction of preceding sections.

SEC. 3527. The provisions of the four preceding sections shall not affect statutes which prohibit secular work or recreation on Sunday, except so far as they may be found in their operation to be inconsistent with them.

1883, ch. 54. Railroad companies to use standard time.

Penalty.

SEC. 3528. Every railroad company in their public advertisements and time tables, shall make use of the standard time of this State for all stations within the State, and every railroad company which violates this section shall forfeit to the State twenty-five dollars.

G. S. 1875, 328, § 57. Companies to afford each other mutual facilities.

SEC. 3529. Every railroad company shall run its trains each way for passengers at such times and in such manner as to afford reasonable facilities for receiving passengers from, and delivering them to the other railroads in this State, connected therewith; and when the business connections of the railroad of any company with the railroad of any other company are not convenient and reasonable for the accommodation of passengers over said road, said company shall make such connections as the public travel and business may require.

G. S. 1875, 328, § 58. How compelled to make proper connections.

SEC. 3530. Any person who shall be aggrieved by the neglect of any railroad company to make such connections, may prefer a petition against such company to any judge of the Superior Court, who is not a resident of the county in which the grievance complained of exists, averring such neglect, which petition shall be served upon the respondents at least twelve days before it is made returnable; and said judge shall, by himself or by a committee, inquire into the allegations of the petition, after such notice of the hearing as he shall order, and, if the allegations in the petition are found to be true, shall order such company to make such connections, on penalty of forfeiting to the petitioner not less than fifty dollars for each day that it shall fail to comply with said order; and in such case the judge may tax costs at his discretion, and issue execution therefor.

1889, ch. 131. Complaints against railroad for neglect to make connections.

SEC. 1. Any person claiming to be aggrieved by the neglect of any railroad company or companies to make connections, as provided in section 3529 of the general statutes, may, upon the written approval of the selectmen of any town through which such railroad passes, bring his petition in writing to the Railroad Commissioners, averring such neglect, whereupon said commissioners shall appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to the railroad company or companies, and

after such hearing said commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable.

Company failing to comply with order of railroad commissioners.

SEC. 2. The Railroad Commissioners shall communicate their decision to the petitioner and to the railroad company or companies within twenty days after the final hearing, and any railroad company failing to comply with such order within ten days after receiving notice of said decision shall forfeit fifty dollars, half to the petitioner and half to the State, for each day that it shall fail to comply with said order after the expiration of ten days from the time of receiving said notice.

Repeal.

SEC. 3. All acts and parts of acts inconsistent herewith are hereby repealed.

1883, ch. 84. Providing safe approaches to railroad stations.

SEC. 3531. Every railroad company shall maintain a safe approach for carriages to all its passenger stations from a contiguous or neighboring highway, and shall not permit such approach to be obstructed in any manner for a reasonable time before and after the arrival of every passenger train stopping at such station. The Railroad Commissioners are empowered to make such orders as they deem necessary and reasonable in each case to which their attention is called. Every railroad company violating such an order of the Railroad Commissioners shall forfeit to the State one hundred dollars for every day that such order is violated.

Penalty.

G. S. 1875, 329, § 59. Trunk roads to afford equal facilities to intersecting roads.

SEC. 3532. When the railroad of any company, being a trunk road, shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk railroads, equal facilities, including price and rates, shall be afforded by the company operating said trunk road to each of said competing roads in the interchange of cars and transportation of freight, as well as in ticketing passengers and checking baggage.

G. S. 1875, 329, § 60. How to compel companies to furnish such facilities.

SEC. 3533. If any such competing railroad company shall at any time deem itself aggrieved in reference to such facilities, its managers may complain to the Railroad Commissioners, who, after due notice and hearing, shall prescribe such regulations as will, in their judgment, secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of said railroad companies; and the Superior Court may compel the performance thereof, by attachment, *mandamus*, or otherwise, and the expenses of the proceedings shall be paid by said parties, as shall be determined on by said court.

G. S. 1875, 329, § 61. Order by Railroad Commissioners as to connections to be made.

SEC. 3534. When it shall appear to the Railroad Commissioners, by the written complaint of the president, or a majority of the directors, of any railroad company in this State, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any other railroad connected with such railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, said Commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint, and on such hearing, if good and sufficient cause exist, shall make such regulations in relation thereto as they shall deem proper; and any railroad company neglecting to comply with such regulations shall forfeit to the State twenty-five dollars for each day of such neglect.

G. S. 1875, 329, § 62. All connecting roads to have equal facilities.

SEC. 3535. Every railroad company owning or operating any railroad, located wholly or in part within this State, which connects with any other railroad in this State, shall receive, and with reasonable dispatch draw over the same, the passengers, merchandise, and cars of the company owning or operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against said connecting railroad in favor of other shippers at said point of connection; and if any such company shall fail so to do, complaint may be made thereof by such connecting railroad to the Railroad Commissioners, who, after reasonable notice to such company complained of, shall, if upon a hearing they find the complaint true, order such company to receive and forward as herein provided for, such passengers, merchandise, and cars as may be delivered to it by said connecting railroad.

G. S. 1875, 330, § 63. Penalty.

SEC. 3536. Every railroad company refusing to conform to any order made, as specified in the preceding section, shall be fined twenty-five dollars.

1882, ch. 55. Freight cars to be provided with safety couplers.

SEC. 3537. Every railroad company operating any railroad located partially or wholly in this State, shall cause every freight car that shall be built or purchased for use on such railroad, to be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the purpose of coupling the same.

1882, ch. 55. Such couplers to be approved by Railroad Commissioners.

SEC. 3538. No couplers shall be placed on any freight cars built or purchased as specified in the preceding section, nor shall any new couplers be substituted for any in use, until the same shall have been approved by the Railroad Commissioners, and such couplers shall be

hung at such height above the face of the railroad track as shall be designated by such Commissioners.

1882, ch. 55. Penalty.

SEC 3539. Every railroad company which shall permit a violation of the two preceding sections, shall forfeit to the State for every such violation the sum of fifty dollars.

G. S. 1875, 330. § 64. Connecting aprons.

SEC 3540. Every railroad company shall provide its passenger, baggage, mail, and express cars with suitable platforms to secure the safety of persons passing from car to car, or connecting aprons or bridges, to the approbation of said Commissioners, except that freight or baggage cars need not be thus connected with the platform of a passenger car attached to a freight train; shall not allow any hand-car, or other car not moved by steam belonging to it, and used upon its railroad, when removed from the railroad track (except when placed in a building prepared for it), to remain within fifty feet of any road or highway crossing said track; shall carry in each passenger car, in a tank or other suitable appurtenance, a sufficient quantity of good drinking water for the free use of the passengers, with a clean tumbler or cup for using it; or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water for the free use of the passengers, with suitable appurtenances for carrying it, and a clean glass tumbler for using it; shall give each passenger, who shall be separated from his baggage by said company, a receipt or check for it at the time of receiving it; and shall conspicuously post on each passenger depot building the name of the station, and on each passenger car which leaves the *termini* of their own or any other road, a legible card or cards, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which the trains are next to move, unless such cards shall be dispensed with by the Commissioners.

Hand-cars.

1889. Drinking water.

Checks for baggage.

Name of station.

Designation of way and express trains.

G. S. 1875, 330, § 65. Penalty for fraudulently evading payment of fare.

SEC. 3541. No person shall fraudulently evade or attempt to evade, the payment of any fare lawfully established by a railroad company, and whoever does not, upon demand, first pay such fare, shall not be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off from trains between stations.

G. S. 1875, 330, § 66. Change in commutation fares.

SEC. 3542. No railroad company which has had a system of commutation fares in force for more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation; and such price shall, in no case, be raised to an extent that shall

alter the ratio as it existed on the first day of July, 1865, between such commutation and the rates then charged for way fare, on the railroad of such company.

G. S. 1875, 330, § 67. Transportation of milk.

SEC. 3543. Every railroad company shall transport milk for every person by the same trains and upon the same conditions as it transports milk for any other person.

G. S. 1875, 530, §§ 41, 42. Penalty for refusing to transport milk.

SEC. 3544. Every railroad company which shall willfully refuse to transport milk for any person according to law, shall forfeit twenty dollars to him who shall sue therefor.

1885, ch. 82 Freight charges for shorter distance not to be more than for a longer distance.

SEC. 3545. No railroad company shall charge or receive for the transportation of freight to any station on its road a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight from the same original point of departure, and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive for the transportation of freight to any station on the road of either of them a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight from the same original point of departure and under similar circumstances to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885, ch. 82. Penalty.

SEC. 3546. Every railroad company which violates any provision of the preceding section, in addition to the liability for all damages sustained by reason of such violation, shall forfeit two hundred dollars, to be recovered to his own use, by the party aggrieved, or to the use of the State by the State's Attorney of the county in which such violation was committed, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1879, ch. 115. Penalty for refusing to transport material for repair of another road.

SEC. 3547. Every railroad company which shall refuse to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit not less than fifty nor more than three hundred dollars, half to him who shall sue therefor, and half to the State.

SEC. 3548. Every railroad company which shall refuse to give a receipt to the owner or shipper of any commodity, delivered to it for transportation, describing such commodity, shall forfeit to such owner or shipper fifty dollars. G. S. 1875, 530, § 45. Penalty for refusing to give receipt.

SEC. 1. No railroad company, owning or operating any railroad in this State, shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading the same, for any period of less than four consecutive days, Sundays and legal holidays excluded; such four days to be computed from the time the cars shall be accessible to the shipper or consignee for the purpose of loading and unloading the same. 1889, ch. 212. Railroad company not to charge for detention of cars in loading or unloading.

SEC. 2. No railroad company shall claim, demand, or collect from any consignee of merchandise or freight, any sum or charge for the storage of any merchandise or freight in any freight house, or warehouse, or other structure, for any period less than two consecutive days, Sundays and legal holidays excluded; such two days to be computed from the time of the arrival of such merchandise or freight at the place of delivery. Any railroad, violating this or the preceding section, shall forfeit double the amount collected to any person suing therefor. Nor to collect for storage for time less than two days.

SEC. 3. No railroad company shall have any lien upon any merchandise or freight carried or transported by such railroad company for any charges for carrying such freight, or for any advances upon freight so carried or transported, unless such railroad company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the way-bill held by such company. Nor to have lien for freight or advances, unless.

SEC. 3549. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any railroad company, shall wear, when on duty, in a conspicuous place, a badge denoting their respective duties, and the name of such company. G. S. 1875, 330, § 68. Certain employees to wear badges.

SEC. 3550. No person shall, without the permission of the managers of the railroad, be upon, or attach himself to, any engine or car upon the track of any railroad, or occupy any part of the platform or grounds of any railroad station, nor ride, drive, or lead any beast on said track, except for the purpose of crossing it. G. S. 1875, 330, § 69. Being on car platforms or grounds, or driving on track.

SEC. 3551. Every station agent of any railroad company, who shall know or have immediate information G. S. 1875, 330, § 70.

Agents of companies to make complaint.

that any person has violated any provision of the preceding section, shall forthwith notify a grand juror or other informing officer of the town in which said offense shall have been committed.

G. S. 1875, 331, § 71. Punishment.

SEC. 3552. Every person who shall violate any provision of the two preceding sections, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

G. S. 1875, 331, § 72. Engines to have bell and whistle.

SEC. 3553. Every engine used upon any railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer, and in good order for use.

G. S. 1875, 331, § 73. Engineers to sound bell or whistle when crossing highways, etc.

SEC. 3554. Every person controlling the motions of any engine upon any railroad, shall commence sounding the bell or steam whistle attached to such engine when such engine shall be approaching, and within eighty rods of the place where said railroad crosses any highway at grade, and keep such bell or whistle occasionally sounding until such engine has crossed such highway; and the railroad company in whose employment he may be shall pay all damages which may accrue to any person in consequence of any omission to comply with the provisions of this section; and no railroad company shall knowingly employ any engineer who has been twice convicted of violating the provisions of this section.

1887, ch. 27. Assistant engineer or fireman may sound bell or whistle at crossing. Engineer's responsibility not relieved.

SEC. 3555. Every engineer in charge of a locomotive engine may direct and authorize any fireman or assistant engineer who is under his authority at the time, to perform the duties imposed upon such engineer by the preceding section, but nothing in this section shall be construed as relieving the engineer from any liability or responsibility.

1882, ch. 94. Commissioners may, upon complaint, require sounding of whistle at crossing.

SEC 3556. When it shall appear to the Railroad Commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they shall deem proper.

G. S. 1875, 331, § 74. Engineers to have copies of this law and be sworn to obey it.

SEC. 3557. No railroad company shall permit any person to drive any engine upon any railroad operated by such company unless he shall have first received a printed copy of this section and of sections 3553 and 3554, and shall have made oath that he will faithfully comply with the provisions thereof.

1881, ch. 41. 1886, ch. 40. Blowing of whistle dispensed with, when.

SEC. 3558. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, shall bring their petition in writing to the Railroad Commissioners, representing that the interests of the public require that the blowing of the locomotive whistle upon a railroad at certain points within the limits of such town, city, or borough, should be dispensed with, said Commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the railroad company in question ; and if after such hearing they shall be of opinion that the sounding of the whistle can be dispensed with, without danger to the public, they shall direct said railroad company to omit the same, and require any other signal which said Commissioners shall judge best in lieu thereof, at such points as they may specify.

1881, ch. 41. Duty of companies.

SEC. 3559. When any railroad company shall receive such directions from the Railroad Commissioners, it shall thereafter omit the sounding of the whistle at the points named in said order.

G. S. 1875, 331, § 75. Trains to stop before crossing drawbridge, or railroad crossing.

SEC. 3560. All railroad trains shall be brought to a full stop, at a distance not less than two hundred feet, nor more than eight hundred feet, from the draw in every draw-bridge upon the line of the railroad over which they are to be run, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing ; but the Railroad Commissioners may in writing authorize the passing of any draw or any railroad crossing, without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

G. S. 1875, 331, § 76. Penalty for violation.

SEC. 3561. Every person running such a train, who shall violate the provisions of the preceding section, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of any railroad company who shall knowingly permit any violation of the same, shall be fined five hundred dollars.

1885, ch. 81. Duty of commissioners on complaint of interference with navigation by use of draw-bridge.

SEC. 3562. It shall be the duty of the Railroad Commissioners to investigate any and all complaints made to them of interference with navigation in the uses of draw-bridges over any navigable waters in this State, and to make such orders in reference thereto as will in their judgment remove, so far as possible, all just cause of grievance consistent with the rights of parties that may be affected thereby, and the public safety.

G. S. 1875, 331, § 77. Passenger trains to stop at nearest regular station to a draw-bridge.

SEC. 3563. All trains which are obliged to come to a full stop before crossing any draw-bridge, shall, when the Railroad Commissioners shall so order, stop at the regular station nearest to such draw-bridge for a sufficient length of time to accommodate passengers who may desire to enter or leave said trains, if said station is in full view of said draw-bridge, and not more than one hundred and twenty rods therefrom.

G. S. 1875, 331, § 78. Switches at railroad junctions.

SEC. 3564. No railroad company shall permit any passenger train to be run over any switch, at any railroad junction of different roads, or any station where such train does not regularly stop, or is not then to be stopped, unless there be, at the time when such train shall arrive near such switch, a switchman standing at such junction switch, or the station switch so first approached with a white flag by day, or a light at night, to indicate that such switches are in a proper position for the passage of such train; or unless in the absence of such switchman said train shall first be brought to a full stop, at the distance of not less than two hundred feet nor more than seven hundred feet therefrom; and every person who shall run a train over any such switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any railroad company, who shall permit such train to be run over any such switch, contrary to the provisions of this section, shall be fined five hundred dollars; but the Railroad Commissioners may dispense with any such switchmen.

G. S. 1875, 332, § 79. When trains may pass switch, etc., without stopping.

SEC. 3565. The Commissioners may permit passenger trains to be run past any switch, station, or highway crossing without stopping, at such rate of speed as they may prescribe, upon the provision by said company of such safeguards for the protection of its passengers and the public as said commissioners may require; and for neglecting to make such provision, such company shall pay a fine of five hundred dollars.

G. S. 1875, 332, § 80. Number of brakemen on train.

SEC. 3566. Upon every train run, or intended to be run, upon any railroad in this State, at a greater average speed than thirty miles an hour, between stations, and consisting of more than two passenger cars, one brakeman shall be kept at the brake of each car; but when the double-action brake is used on any such train but one brakeman need be kept upon and for every two cars connected with such train; and the Railroad Commissioners may grant permission to any railroad company to reduce the number of brakemen required upon pas-

senger trains, when such company may have adopted a system of brakes to be operated by the engineer, which in the opinion of said Commissioners may render such number of brakemen unnecessary; but said Commissioners may revoke such permission when they consider the public safety requires; and on such revocation such company shall place upon its train the number of brakemen required by law.

G. S. 1875, 332, § 81. 1881, ch. 10. Companies to give notice to Commissioners of accidents.

SEC. 3567. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the Railroad Commissioners, in writing, who, upon receiving such notice, or upon public rumor of such accident, may repair, or dispatch one of their number to the scene of said accident, and inquire into the facts and circumstances thereof; and the Commissioners shall without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to any disaster, and the names of the persons from whom the same was obtained, or by whom the same may be proved.

1883, ch. 117. Railroad trains to be provided with hospital stretcher.

SEC. 3568. Every railroad company shall provide and cause to be placed in some car attached to every train passing over such railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1887, ch. 90. Railroad Commissioners may make orders and report neglect to General Assembly.

SEC. 3569. The Railroad Commissioners may make any and all orders which shall seem to them to be required by public safety and prudence relative to heating and lighting passenger cars, and shall report any neglect by any railroad companies, to comply with such orders, to the General Assembly at its next regular session.

Chapter CCXVIII.

BONDS AND MORTGAGES.

SECTION.
3570. Loans and bonds.
3571. Mortgage of road.
3572. Mortgage, including rolling stock, etc., and foreclosure of same.
3573. Surrender of road to mortgage trustees.
3574. Limitation of liability of trustees in possession.
3575. Return and record of inventory.
3576. Rendition of quarterly accounts; foreclosure.
3577. Removal of trustees.
3578. Rights of prior incumbrancers saved.
3579. Trustees to have the powers of the company.
3580. Expenses and compensation of trustees.

G. S. 1875, 332, § 82. 1882, ch. 140, § 4. Corporation may borrow

SEC. 3570. Every railroad company may borrow money, and may secure the repayment of the same by its bonds, signed by its president, and countersigned by its treasurer; but before being issued said bonds shall

money and issue bonds.

be registered in the office of the Comptroller, and a certificate thereof shall appear on the face of each bond; and the Comptroller shall cancel any bonds so registered which may be brought to him for that purpose, and enter said act of canceling in his register; but no railroad company shall issue any bonds of a less denomination than one hundred dollars, nor have bonds outstanding at any one time to a greater amount than one-half the actual cost of the construction of said railroad, or than one-half the sum which its president, treasurer, and an engineer, approved by the Railroad Commissioners, shall certify under oath has been actually expended upon its railroad, and any false swearing in the matter shall be perjury, and the Comptroller shall not permit the bonds of any railroad company, registered in his office, and uncanceled, to exceed the amount limited in this section. Such company may dispose of its bonds as shall be authorized by its stockholders.

May sell bonds.

G. S. 1875, 333, § 83.

Railroad may be mortgaged to secure bonds.

SEC. 3571. The company may secure said bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the Treasurer of the State, and his successors in office, in trust for the holders of said bonds, and recorded in the office of the Secretary of the State.

1889, ch. 218. Bonds or stock of another corporation, guaranteed by a railroad company to be registered.

Every railroad company which shall guarantee the payment of the principal or interest of any bonds, or dividend on any stock issued by any other corporation, shall cause such bonds and the certificates for such stock to be registered in the office of the Comptroller, and a certificate thereof shall appear on the face of each of such bonds and certificates of stock. And the Comptroller shall cancel any bonds and certificates of stock so registered which may be brought to him for that purpose, and enter said act of canceling in his register.

Limitation of guaranty.

But no railroad company shall guarantee bonds or stock to an amount which, together with the outstanding bonds issued by said guaranteeing company, shall exceed one-half the actual cost of the construction of the railroad of said company, the amount of which actual cost its president, treasurer, and an engineer approved by the Railroad Commissioners, shall certify under oath has been actually expended upon its railroad, and any false swearing shall be perjury. And the Comptroller shall not permit the registration of the bonds of any railroad company, or of any bonds whose principal or interest is guaranteed by such railroad company, or of any stock of another company upon which any income or dividend is guaranteed by such rail-

road company, so long as there are outstanding and uncanceled bonds of said company and bonds or stock guaranteed by said company, the principal of which said bonds and guaranteed bonds and stock all together is equal in amount to one-half the cost of the company's railroad to be certified in the manner hereinbefore set forth. And no railroad company shall issue its own bonds or guarantee the principal or interest of bonds or a dividend upon stock of any other company so long as there are outstanding and uncanceled its own bonds or the bonds or stock of another company, guaranteed. as aforesaid. to a principal amount equal to one half the cost of said railroad company, as verified in the manner above set forth.

1877, ch 38. Mortgages of railroad property and foreclosure of same.

SEC 3572. When any railroad company has mortgaged. or shall mortgage its railroad, pursuant to law, to secure its bonds, and has included or shall include in said mortgages all or any part of its rolling stock, locomotives, and cars, whether those owned by it at the date of said mortgage, or those thereafter to be acquired by it for use upon said railroad, or both, such mortgage shall be deemed valid and effectual, as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the Secretary of the State shall be a sufficient record and notice to protect the title under the mortgage, notwithstanding such company may remain in possession of all or any part of the mortgaged property.

G. S. 1875, 333, § 84 Surrender of road to mortgage trustees.

SEC. 3573. When any railroad company shall have mortgaged its property or any part thereof, to any person, in trust, for the security of its creditors, or for the security of any class of them, and shall have made default in the payment of principal or interest, due to such creditors, any such creditor may bring his complaint to the Superior Court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in the possession of such property, for the benefit of such creditors; and such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that the said company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

G. S. 1875, 333, § 85. Limitation of liability of trustees in possession.

SEC. 3574. When any such trustees shall have taken possession of any property in pursuance of the provisions of the preceding section, or in pursuance of any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad, or railroad property, for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any cause or injury arising from the operation of such road, or while he may operate it; except for his willful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors, for whose benefit he may act; and any proceeding for the purpose of making such property liable, shall be brought against such trustee, describing him as such.

Trust estate liable for acts of trustee.

G. S. 1875, 333, § 86. Trustee to make and return inventory. 26 Conn., 121.

SEC. 3575. The trustee upon taking possession of such property, shall make an inventory of all which may come into his possession under oath, and lodge it for record in the office of the Secretary of the State; and if any other property shall, from time to time, be discovered by him, he shall make and lodge a like inventory, under oath, as aforesaid.

G. S. 1875, 333, § 87. Trustee to render quarterly accounts to Secretary.

SEC. 3576. The trustee shall, from time to time, while operating such road, file his account, quarterly, in the office of the Secretary of the State, of all moneys received or disbursed by him, in the course of his agency; and may proceed at his discretion, in the Superior Court, in any county in which such railroad, or any part thereof, is located, to foreclose said railroad company, and all subsequent incumbrancers, for the use of the bondholders, or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary proceedings for the foreclosure of real property.

May foreclose for the bondholders.

G. S. 1875, 334, § 88. Superior Court may remove trustee for cause and appoint another.

SEC. 3577. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor, represented by such trustee, may apply to the Superior Court in any county in which such railroad or any part thereof is located, for the removal of such trustee, which application shall be heard at the first session of said court; and upon such facts being found true, such court may remove the trustee from his office, and appoint another in his stead.

G. S. 1875, 334, § 89. Rights of prior incumbrancers

SEC. 3578. Nothing in the five preceding sections shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mort-

gage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers, or their trustees. not to be affected.

Sec. 3579. When any such railroad is in the possession of an assignee, or trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred by such persons so in possession, in good faith to improve the lines of the railroads so in their charge, shall be reimbursed to them from the earnings of such railroad while they have the possession thereof. G. S. 1875, 334, § 90. Trustees to have the same powers, etc., as the corporation.

Sec. 3580. The expenses of operating such railroad, or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances, which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee, by the Superior Court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors. G. S. 1875, 334, § 91. Expenses of road, damages, compensation of trustee, etc., to be deducted from earnings.

MISCELLANEOUS PROVISIONS.

Section 1. The Comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railroad company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route between Hartford and his home station, during the session of the general assembly next to be holden, or then current, which ticket or tickets the Comptroller shall deliver to the said member upon receiving from him an assignment to the state of his mileage allowance for the session in question, which assignment shall be received in full payment therefor. 1889, ch. 198. Comptroller to furnish transportation tickets to members of general assembly.

Sec. 2. The Comptroller is hereby authorized and directed to pay for the tickets, so procured by him, such sum or sums as may reasonably be charged therefor by the railroad companies. Payment therefor.

Sec. 3. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the general assembly, except as provided in section one of this Railroad company not to issue tickets to members, except.

act, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

Chapter CCXIX.

SECTION.
3581. Responsibility for fire communicated by engine; insurable interest in land exposed.
3582. Notice of claim for damages by fire.
3583. Appraisal of damages for land condemned shall not include risk of fire.
3584. Water-closets at stations.
3585. Duties of railroad companies, on whom obligatory.

1881, ch. 92. Responsibility for fire communicated by engine. 52 Conn., 264. 54 Conn., 447.

SEC. 3581. When any injury is done to a building or other property of any person, by fire communicated by a locomotive engine of any railroad company, without contributory negligence on the part of the person entitled to the care and possession of the property injured, the said railroad company shall be held responsible in damages to the extent of such injury to the person so injured; and every railroad company shall have an insurable interest in the property for which it may be so held responsible in damages along its route, and may procure insurance thereon in its own behalf.

Company has insurable interests in property exposed to such fire.

1881, ch. 92. Notice of claim for damages by fire.

SEC. 3582. No action shall be brought under the preceding section unless written notice of the claim is given to the defendant company within twenty days after the fire, specifying the day and hour of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1881, ch. 92. Appraisal of damages for land condemned shall not include risk of fire.

SEC. 3583. No appraisal or damages for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected on or to be erected on land outside of such location, on account of sparks from locomotive engines on such railroad.

1882, ch. 47. Water-closets at stations.

SEC. 3584. Every railroad company operating steam railroads in this State shall maintain at each regular passenger depot on the railroad operated by them respectively such suitable water-closets as in the judgment of the Railroad Commissioners the public convenience may require; and said Commissioners may make all necessary orders in the premises, and enforce the same by *mandamus*, in the name of the State.

SEC. 3585. All duties and obligations imposed by law upon railroad companies, in reference to returns to be made to the Comptroller or Railroad Commissioners, are hereby made obligatory and binding upon such corporations, and upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power.

1884, ch. 110. Duties of "railroad companies," on whom obligatory.

Chapter CCXX.

RETURNS.

SECTION.
1. Forms for returns.
2. When to be made; to be signed and sworn to.
3. Penalty for neglect.

SECTION.
3589. Commissioners may require amendment of defective returns, under penalty.
3590. To be made by lessors.

SECTION 1. The Railroad Commissioners shall, on or before the thirtieth day of June, annually, furnish to every railroad company, and to the trustees operating any railroad, duplicate blanks for returns in the form required by the Inter-State Commerce Commission, which returns shall be for the year ending on said thirtieth day of June.

1889, ch. 172. R. R. commissioners to furnish blanks for railroad returns.

SEC. 2. All companies or trustees receiving such blank forms shall return one of them to the Commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees making the same.

Companies to make their returns accordingly.

SEC. 3. Every company, whose president or vice president and treasurer or trustees shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and such Commissioners shall report such forfeiture to the state treasurer, and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

Penalty for refusal or neglect.

SEC. 4. Sections 3586, 3587, and 3588 of the general statutes are hereby repealed.

Repeal.

SEC. 3589. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers or trustees find it impracticable to return all the items in detail as required, they shall, in

1878, ch. 60. Returns to conform strictly to the forms.

their report, give the reasons why they cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. And when any such returns seem to said Commissioners defective or erroneous, they shall notify the company or trustees making the same, and require the amendments of such returns within fifteen days, under the same penalty as is provided for refusing or neglecting to make returns.

Commissioners may require amendment of defective returns, under penalty.

1889, ch. 121. Making false report to insurance or railroad commissioners how punished.

Every person who shall willfully make false report to the Insurance Commissioner or the Railroad Commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the Insurance Commissioner or the Railroad Commissioners or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this act, shall be imprisoned in the state prison not less than one nor more than five years.

1884, ch. 110. Returns to be made by lessors of railroad.

SEC. 3590. The officers, trustees, or receivers of every railroad company which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road shall make returns to the Railroad Commissioners of the leased road, separate and apart from the business of the lessee, and in the same manner that the officers of said leased railroad would be required to make returns had it not been leased.

CONNECTICUT CENTRAL RAILROAD.

SECTION.
3591. Connecting roads to furnish and be furnished with accommodations, etc.
3592. When companies disagree as to such accommodations.
SECTION.
3593. Preceding sections confined to Connecticut Central and Rockville railroads and their connections.

1878, ch. 89. Connections of Connecticut Central Railroad.

SEC. 3591. When the railroad of the Connecticut Central Railroad Company, or any of its branches, meets or lawfully crosses another railroad at the same level therewith, the company by which either of said railroads is owned or operated may, with the written

consent of the Railroad Commissioners, and upon such terms as said Commissioners shall, after due hearing, prescribe, enter its road upon or unite the same with and use the road for the other; but no locomotive engine or other motive power shall be allowed to run upon a railroad except such as is owned or controlled by the company owning or operating such railroads or with the consent of such company; and every such company shall, at all reasonable times, and for a reasonable compensation, draw over its railroad the passengers, merchandise, and cars of the other, and each of them shall for a reasonable compensation provide upon its railroad convenient and suitable depot accommodations for the passengers and merchandise of the other road passing to and over it, and shall receive and deliver the same in the manner it receives and delivers its own passengers and freight.

Connecting roads to furnish mutual accommodations, etc.

SEC. 3592. If the companies cannot agree upon the stated periods at which the cars of one shall be drawn over the other, and the compensation to be paid therefor, or cannnot agree upon the terms and conditions upon which the accommodation shall be furnished for the passengers and merchandise of the other, the Railroad Commissioners, upon the petition of either party and notice to the other, shall hear the parties and shall in each case determine (having reference to the convenience and interests of the companies and of the public to be accommodated thereby) the stated periods for drawing cars and the compensation therefor, or the terms and conditions for passengers and merchandise, or the requisite terminal accommodations as aforesaid; and said commissioners upon the application of either party shall determine all questions between the parties in relation to the transportation of freight and passengers, and other business upon and connected with said railroads in which they are jointly interested, and the manner in which the business shall be done, and apportion to each company its respective share of the expenses, receipts, and income of the same. And the award of the commissioners, or a major part of them, shall be binding upon the respective companies interested therein for one year, or until the commissioners shall revise and alter the same; provided, however, that any railroad company aggrieved by any order of the Railroad Commissioners, made under the provisions of this chapter, may appeal from the same to the Superior Court of the county wherein said railroads meet, within twenty days of the date of such order, in

1878, ch. 89. When companies disagree as to such accommodations, etc., Railroad Commissioners may determine the matter.

Appeal from Commissioners.

the same manner that appeals are allowed upon any proceeding relative to the location, abandonment, or changing of depots or stations.

1878, ch. 89. 1879, ch. 90. Preceding sections confined to the Connecticut Central and Rockville Railroads and their connections.

SEC. 3593. The provisions of the two preceding sections shall apply to the Connecticut Central and such other railroads whose tracks are now intersected or crossed by the track or tracks of said Connecticut Central Railroad; and also to the Rockville Railroad and to such other railroads as connect therewith or are intersected thereby, and to the several railroad companies owning or operating said respective railroads; but none of said provisions shall apply to any other railroad.

Title LXVII, Chap. 224.

GENERAL PENALTY.

G. S. 1875, 340, § 1. Penalty.

SEC. 3607. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not less than ten nor more than five hundred dollars.

Title LXVIII, Chap. 231.

1878, ch. 131, § 1. Board of civil engineers or supervisors, how constituted.

SEC. 3696. The member of the Board of Railroad Commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this State, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where by the breaking away of the same, life or property may be in danger of destruction.

SALARY AND FEES.

G. S. 1875, 173, ch. 2. Railroad Commissioners. 1885, ch. 119. Chief clerks.

SEC. 3706. . . . . the Railroad Commissioners, each, three thousand dollars.

The chief clerks of the . . . . Railroad Commissioners, ... each eighteen hundred dollars.

1889, ch. 8. State salaries when payable.

SEC. 1. The salaries of the members of the General Assembly shall be paid at the close of its regular session: and all annual and per diem salaries shall be paid on the first day of the month succeeding that in which the services were rendered ; *provided*, that when said first day shall fall on Sunday or a holiday, such salaries shall be paid on the succeeding day.

TAXATION.

SEC. 3820. The following property shall be exempt from taxation: . . . bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in section 3920.

G. S. 1875, 154, § 12. Property exempt from taxation. Certain railroad bonds.

SEC. 1. When any town or city in this State has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this State were exempt from taxation, or for redeeming or providing a fund to redeem any re-issue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

1889, ch. 227. New issue of municipal bonds when exempt from taxation.

SEC. 3830. The list of any person need not include any property situated in another State, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such State, to the same extent as other like property, owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this State to any party out of this State, as money at interest; nor to bonds issued by, or loans made to, any railroad company, located out of this State, when such bonds are owned, and loans made, by residents of this State.

G. S. 1875, 115, § 16 Property taxed out of this State, exempt.

SEC. 3835. Every dwelling-house, belonging to any railroad company, shall be set in the list, and be liable to taxation, in the town where said dwelling-house is situated, notwithstanding the fact that the same may be rented to, or occupied by an employee of said railroad company, and the amount paid for taxes on any such dwelling-house or houses shall be deducted from the

1887, ch. 54. Taxation of dwelling-houses belonging to railroad companies.

sum required by law to be paid by such railroad company for taxes to the State.

G. S. 1875, 168. § 5. 1876, ch. 81. 1882, ch. 69, 139. 1887, ch. 117. § 1. Returns by railroad companies. 48 Conn., 44.

SEC. 3919. The secretary or treasurer of every railroad company, any portion of whose road is in this State, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver shall, on or before the fifteenth day of November, annually, deliver to the Comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely, the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding said thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in section 3820, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the posession of the proper officers or agents of the company or of any such trustee or receiver, the amount paid for taxes in this State during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this State.

G. S. 1875, 168. § 6. 1876, ch. 9. 1882, ch. 69. 1887, ch. 117. § 2. Amount of tax to be paid by railroad companies. 36 Conn., 255. 40 Conn., 496.

SEC. 3920. Every such railroad company, trustee, or receiver shall, on or before the twenty-fifth day of November, annually, pay to the State one per cent. of the valuation, made and corrected by the Board of Equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it,

and also deducting from said sum required to be paid, the amount paid for taxes in this State during the year upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this State for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this State.

G. S. 1875, 168, § 7. 1882, ch. 69. When only part of the railroad lies in this State.

SEC. 3921. When only part of a railroad lies in this State, the company owning such road shall pay one per cent. on such proportion of the above named valuation as the length of its road lying in this State bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this State, which the Board of Equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the Board of Equalization, and such railroad company shall pay to the Treasurer of this State one per cent. on such value at the time fixed in the preceding section for the payment of other railroad taxes, and when any such sum becomes due, and such company shall not then have the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the State within the time above prescribed.

G. S. 1875, 169. § 8. Lessee of railroad may deduct taxes from rent.

SEC. 3922. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease

1881, ch. 153. Where railroad company leases a railroad in another State.

SEC. 3923. Every railroad company in this State, which holds by lease or otherwise, a railroad in another State, which is not a part of its own road, shall state in its annual return for the purposes of taxation, how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for any amount which has been expended by it in the construction or permanent improvement of such railroad in another State, or in the purchase of equipment for exclusive use thereon; and in computing the amount of tax to be paid by said company to this State, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted

from the total amount of its funded and floating debt and stock.

1875, ch. 61. Trustees in possession of mortgaged railroad to make annual returns.

SEC. 3924. The mortgagees or trustees of any railroad lying in whole or in part in this State, who have, or shall hereafter come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the Comptroller a sworn statement of the value of said road, its equipment and other property located in this State, and in their hands, as such mortgagees or trustees.

1875, ch. 61. Tax on railroad mortgagees or trustees.

SEC. 3925. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the State a sum equal to one per cent. on the value of said road, equipment and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875, ch. 61. Returns and payments when other railroad company purchases.

SEC. 3926. In all cases in which the road and estate of any railroad company shall have been, or shall hereafter be foreclosed under any mortgage executed by it for the security of its creditors, and any other railroad company shall have or shall hereafter become, by purchase or otherwise, the owner of said road and estate so foreclosed, said company shall make the returns and payments required by this chapter, and any funded or floating indebtedness to which such railroad and estate is liable, shall be considered for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it, or by some predecessor in its title.

1875, chh. 61, 83. Taxes to be liens.

SEC. 3927. Any and all taxes which shall become due to the State from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1887, ch. 117. Market value of stocks, how determined in certain cases.

SEC. 3931. In case of any railroad company which, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent on all or any class of its shares of stock, the market value of each share of such stock or class stock, as the case may be, for the purposes of the returns so to be made as aforesaid, shall be and the same is hereby declared to be the average of

the closing bids or prices offered for said stock or any shares thereof during the month of September preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the Board of Equalization in examining and correcting said returns and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the State require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the Board of Equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the Board of Equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

When determined must be adopted and conformed to, except when.

In all other cases market value how determined.

Where market value cannot be fixed, how returned.

Valuation how determined.

SEC. 1379. No suit for any forfeiture, upon any penal statute, shall be brought, but within one year next after the commission of the offense.

INDEX

From General Statutes to Railroad Laws.

	Section.
Railroads, location and construction, title lxvi, cap. ccxiv,	3460–3500
construction of branches,	page 32
petition for charter or alteration of, must be advertised,	392
charter for, to conform to limits of notice,	393
notice of hearing before approval of layout,	3420
right of way for, how taken,	3439, 3440
taking of land for, after construction,	page 28
taking of highways and private ways,	page 29
damages for taking of lands, how kept for owners,	1988
layout of highway near, regulated,	2700
crossing of navigable waters by,	3441
approval of layout of; notice,	3420
certificate of safety of,	3421
liens on, for services and materials furnished in construction of,	3022
municipal indebtedness not to be incurred for,	lx
leases of, regulated,	3473, 3474
returns by lessors of,	3590
to be examined by Commissioners, when,	3422–3425
Commissioners may pass free on,	3419
steam, title lxvi, cap. ccxiii,	3454–3459
bridges, trestles, etc., cap. ccxi,	3427–3432
bridges and bridge guards,	3501–3512
height of bridges over,	2671
bridges, covered, height of,	3500
regulations concerning draw-bridges,	3560–3563
switches,	3564, 3565
depots, title lxvi, cap. ccxvi,	3513–3522
use of barbed wire regulated, (page 46)	2274
ticket offices on, when open,	3423
exchange of passengers or luggage at connections,	3423
platforms and out-buildings at,	3423

	Section.
Railroads, management of cars at crossings,	3423
regulations as to bells and whistles,	3553–3559
gates at crossings,	3423
not to cross street railroads at grade,	page 32
flagmen and signals at crossings,	3424, 3425
appeals,	3425
certain employees on, to wear badges,	3549
number of brakemen on trains,	3566
notice of accidents on,	3567
accidents, duties of Commissioners concerning,	3567
hospital stretchers to be provided for use on,	3568
must provide safe approaches at stations,	3531
provision for safety at stations,	3550–3552
water-closets at stations,	3584
provisions for safety and comfort of passengers,	3540
commutation fares on,	3426, 3542
fares from stations where stoppage is enforced,	3513
penalty for evading fares,	1591, 3541
passengers not to be put off between stations,	3541
new freight cars must have safety couplers,	3537–3539
freight receipts must be given if demanded,	3548
transportation of animals on,	1544
Sunday trains on,	3423–3527
transportation of freight and passengers must be facilitated by company, (page 52),	3529, 3530, 3532–3536
standard time to be used on,	3528
hand cars not to be left near highway,	3540
fires caused by engines on,	3581–3583
evidence as to fire by locomotive,	1096
penalty for misplacing switch or injuring electric signal,	1431
willful injury to engine or car,	1472
penalty for leaving gates, etc., at private way, open on,	1573
farm crossings not to be arbitrarily removed,	page 29
obstruction of highways by cars,	2692, 2693
malicious injury to, or obstruction to use of,	1517
jurisdiction of offences on cars,	1611
penalty for causing death by obstructing,	1400
willful obstruction of, penalty,	1429
trespassing on cars, tracks, grounds, etc.,	3550–3552
nuisances on tracks, or in depots in cities,	1473
committing nuisances on bridges of,	1474

SECTION.

Railroads, general penalty for violation of laws concerning, . 3607
Commissioners, appointment and duties, title lxvi, cap. ccx, 3413–3426
to appoint clerk, ... 3416
salaries of and of clerks, ... 3706
comptroller to estimate expenses of, . . . 380
report of, number to be printed, . . . 331
maps for, ... 331
to general assembly, ... 3432
may pass over railroads free, ... 3419
powers concerning railroad companies organized under general law, ... 3433, 3441
general powers and duties as to railroad traffic, cap. ccxvii, 3523–3569
powers and duties of, as to railroad bonds and mortgages, ... 3570
penalty for obstructing, ... 3430
proceedings by, concerning increase of capital stock of railroad companies, ... 3450–3452
to furnish forms for returns to companies; duties concerning, ... 3586–3590
to give notice to towns of forfeitures of railroad companies, ... 3485
may apply for injunction against railroad corporation, when, ... 3429
may examine witnesses under oath, . . . 3430
member of, to be member of board of civil engineers, 3696
powers and duties concerning Connecticut Central railroad, ... 3591–3593
duties of, as to location and construction of railroads, 3460–3500
to approve location of railroads, . . 3439, 3459, 3460
may extend time for building of railroad, . . 3440
to certify to safety of railroad before it is opened, . 3421
powers of, over crossings of one railroad by another, . 3471
and duties of, as to grade crossings, . . . 3476–3499
may authorize the crossing of highways by railroads at grade, ... 3489
may order change of location of highway near railroad, when, ... 3488
powers and duties of, concerning safety at railroad crossings, ... 3489–3499
may regulate whistling at crossings, when, . . 3556–3559
duties as to draw-bridges or crossings, . . 3560–3563

SECTION.

Railroads, power concerning draw-bridges, . . . 3441
and duties of, concerning crossings of water-courses by railroads, ... 3476, 3477
and duties of, concerning bridges, bridge-guards, fences, etc., . . . cap. ccxv, 3501–3512
orders of, concerning railroad bridges, trestles, etc., . 3427–3432
may order safe approaches to depots, . . . 3531
powers of, concerning switches, signals, brakemen, etc., ... 3564–3566
may authorize Sunday trains, ... 3523
may make orders as to railroad connections, facilities, etc., ... 3533–3536
powers as to stations and stoppage of trains, . . 3513–3522
may make orders relative to heating and lighting of cars, ... 3569
to see that water-closets are provided at depots, . 3584
to approve couplers of freight cars, . . . 3538
duties of, as to accidents, ... 3567
Railroad company, term includes what in statutes, . . 1
organization under general law, title lxvi, cap. ccxii, 3433–3453
deposit by, before applying for approval of layout, . 3459
location and construction of road, . . . 3460–3500
charter for, not to be granted or amended except upon petition and notice, and to designate route and limits, 392, 393
powers of, ... 3454–3459
offices of, general management, etc., . . . 3454–3459
agent or stockholder of, not to be railroad commissioner, 3415
penalty imposed on president for violating or permitting violation of law, ... 3561, 3565
meetings, votes, etc., ... 3456–3458
proxy voting in stockholders-meeting, . . 1927
powers, duties, and liabilities of mortgage trustee, . 3573–3580
trustee of insolvent, to release interest, when, . 517
attachment of rights or shares in, . . . 919
levy of execution on interest of one in property of another, ... 1178
how relieved of easements reserved, . . . 3466
may consolidate, how, ... 3443–3449
obligations of and to, title lxvi, cap. ccxvii, 3523–3569
increase of capital stock by, ... 3450–3452
running of Sunday trains by, ... 3523–3527
to use standard time, ... 3528
duties of, as to connections, depots, etc., . . 3529–3536

SECTION.

Railroad company to use safety couplers, . . . 3537–3539
fares of, ... 3526, 3541, 2542
"short haul" law, ... 3545, 3546
transportation of members of the general assembly, page 65
transportation of milk by, ... 3543, 3544
of materials for construction of other roads, ... 3547
to give receipt for freight, ... 3548
copy of way bill to be furnished, . . . page 57
demurrage and storage charges regulated, . . page 57
duties of, as to running of trains, . . . 3549–3569
how compelled to locate stations and stop trains, . 3513–3522
to maintain water-closets at depots, . . . 3584
forfeitures by general penalty, ... 3496
how recovered, ... 3497
for failure to obey order concerning speed of trains at crossings, . 3498
for failure to obey orders concerning switching, . . . 3494
for neglect to maintain bridge-guards, 3428, 3502
for neglect to maintain fences, . 3507
for violation of Sunday law, . . 3525, 3526
for failure to use standard time, . 3528
for failure to maintain safe approaches to stations, . . . 3531
for failure to make connections, . 3534
for neglect to provide safety couplers, 3537
for refusing to transport milk, . 3544
to give freight receipt, . 3548
for violation of "short haul" law, . 3546
for refusing to transport material for another road, . . . 3547
for failure to make returns, . . 3588, 3589
bonds and mortgages of, title lxvi, cap. ccxviii, 3570–3580
limit of guarantee of indebtedness of other roads, . page 62
Railroad Commissioners may examine witnesses under oath concerning affairs of, ... 3430
Commissioners to make recommendations to, concerning public safety, etc., ... 3426
expenses of Railroad Commissioners to be apportioned among, ... 3418
injunctions against, by Commissioners, . . 3429
to notify Commissioners of accidents, . . . 3567

SECTION.

Railroad company, wharves, depots, etc., of, may not be taken for another road, ... 3453
liability of servants of, for misconduct and negligence, 1403
limitation of time for bringing writ against, by executors of administrators, for loss of life, . . 1383
liability of, for damage on highway, . . . 2673
for damage by fire, . . . 3581–3583
unclaimed goods left in cars or station, how disposed of, ... 3779
rights to lands of, not gained by adverse possession, . 2971
deeds of, ... 2959
bridges, bridge-guards, fences, etc., . cap. ccxv, 3501–3512
Commissioners may order repairs of bridges, trestles, etc., ... 3427–3432
taking of property by, for changes in bridge or roadway, ... 3512
petitions by, for alteration of highways at crossings, . 3489–3499
highways taken by, in part, to be made safe, . . 2712
to maintain gates, etc., at crossings, when, . . 3424, 3425
to maintain warning-boards at grade-crossing, . 3478
returns of, . . (page 67), cap. ccxx, 3589–3590
by, to comptroller; taxation, . . 3919–3927, 3931
duties as to returns, on whom obligatory, . . 3585
market value of stock, how determined, . . 3931
foreign, taxation of bonds, ... 3830
municipal bonds in aid of certain, exempt from taxation, ... (page 71), 3820
taxation of dwelling-houses owned by, . . 3835
Connecticut Central, general provisions concerning, cap. ccxxi, 3591–3593
facilities for connecting with Connecticut Central, . 3591–3593
Railroad companies, horse, general provisions, cap. ccxxii, 3594–3606
Railroad crossings, powers of Railroad Commissioners, . 3423–3425
Commissioners may forbid switching at, . . 3492–3496
by other railroads, ... 3471
powers of Commissioners over, . . . 3471
appeals from orders of Commissioners concerning, . 3425
trains to stop at certain, ... 3560, 3561
rails to be guarded at, ... 3499
provisions for safety at, ... 3423–3425
over highways or water-courses, . . . 3476
ringing of bell and blowing of whistles, . . 3554–3559
speed of trains over, how regulated, . . . 3498, 3565
obstruction of highways by cars, . . . 2692, 2693

	Section.
Railroad policemen, appointment and powers,	296–298
may arrest without warrant, when,	2002
persons arrested by, where prosecuted,	1611
Railroad ties, attachment of,	918
Railroad track, no person to be on, except to cross,	3550–3552
nuisances on,	1473
regulations concerning use of, on public street,	3492–3495, 3498
Railroad train, shooting or throwing missile at,	1471
gambling upon,	2557
jurisdiction of offenses,	1611
to be provided with hospital stretcher,	3568

SPECIAL INDEX TO RAILROAD LAWS.

	Section.
Accidents to be reported, etc.,	3567
stretchers for use in,	3568
Action for injuries from defective road or bridge,	2673
for loss of life, limitations,	1383
for obstructing travel at highway crossings,	2692
Aid of company by towns, etc., prohibited, page 3	
Adverse possession against railroad,	2971
Alteration of charter,	392–393
Animals, transportation of,	1544
Annual returns, forms of, page 67	1
when and how made, " 67	2, 3589
sworn to, " 67	2
neglect to make, " 67	2
by lessees,	3590
Any twenty-five persons form company,	3433
Appeal from order regarding gates, etc.,	3425
crossing water-courses, etc.,	3477
changing grade crossings, page 39	3491
decisions as to use of tracks in highways,	3495
orders as to stations,	3518
Appraisers of land taken,	3464
notice to owners of land,	3420
Articles of association,	3434
Assignments to be recorded,	3475
Attachment of engines, etc.,	918
Badges to be worn by conductors, etc.,	3549
Baggage checks required,	3540
Baggage-men, etc., to wear badges,	3549
Barbed wire, use of, regulated, page 46	2274
Bell, engine, sounding of,	3553–3556
Bonds, towns, etc., not to purchase, page 3	
when cannot be taken by another railroad company,	3442
and mortgages,	3570–3580

	Section.
Bonds, how issued, etc.,	3570
amount permitted,	3570
guaranteed limited, page 62	
secured by mortgages,	3570
possession of road by trustee on default of,	3573
duties, etc., of such trustee,	3574–3580
exempt from taxation,	3820, 3830
for building branches, page 32	1, 2
Boroughs not to aid railroads, " 3	
Brakemen, badges,	3549
number on trains,	3566
Branches authorized, page 32	1–4
Bridges, committing nuisance on,	1474
height over railroad,	2671
action for injuries from defective,	2673
guard rails may be ordered,	3427
failure to provide,	3428
over railroads to be determined by commissioners,	3482
height of covered,	3500
guards at covered,	3501
footways on,	3503
construction and maintenance, page 38	7, 3511
over navigable waters, " 21	2668, 3441
non-navigable waters,	3476–3477
Car-heating and lighting,	3569
Cable roads not to cross railroads at grade, page 32	1
Cars, shooting at, etc.,	1471
injuring,	1472
stopping, etc.,	1517
offences on, where prosecuted	1611
gaming on,	2557
safety platform,	3540
drinking water on,	3540
riding on, prohibited when,	3550–3552
Cattle guards at crossing,	3504
Charters, granting or alteration of,	392–393
Cemetery, location of road through,	3463
Certificate before opened for travel,	3421
Checks, baggage given,	3540
City or county not to aid railroads, page 3	
Commissioners, appointment,	3413–3415
clerk and office,	3416

	Section.
Commissioners, expenditures, estimates,	380
general duties,	3423
annual report,	376, 3432
printing,	331
special report,	3426, 3432
records,	3417
may employ experts,	3417
salaries, etc.,	3704, 3706, 3418
transportation,	3419
estimate of expenses,	380
notice concerning approval of location,	3420
taking of land,	3420
to give certificate before railroad opened for travel,	3421
to examine roads, etc.,	3422, 3423, 3429
may require gates, etc.,	3423–2425
may require guard rails,	3427–3428
may apply for injunction against railroad officers,	3429
may examine witnesses as to affairs of company,	3430
may tax fees of witnesses,	3431
as to increase of stock,	3450–3451
may prescribe limits for taking real estate,	3460–3461
may approve location of road,	3460
change of location,	3460–3461
location near cemetery,	3463
may approve crossing of railroads,	3471
may approve bridges, navigable waters,	3441
to determine kind of bridge over railroad,	3482
to order change in grade crossings, page 35–37	1, 2
may limit tracks in highways,	3492–3493
may limit speed of locomotives,	3498
may direct planking of highways,	3499
may approve guards at covered bridges,	3501
powers as to stations, page 48	1–3, 3423, 3513–3518
require equal facilities for roads,	3532
business connections, etc., page 52	1–3, 3534–3535
approve of couplers,	3538
investigate interference with navigation by drawbridges,	3562
order trains to stop at stations near drawbridges,	3563

	Section.
Commissioners, permit switches to run over,	3564–3565
regulate speed,	3565
limit number of brakemen,	3566
investigate accidents,	3567
regulate heating and lighting,	3569
order water closets,	3584
furnish forms for annual returns of companies, page 67	1
require corrected returns,	3589
permit grade crossing of horse, cable, or electric roads and railroads, page 32	1
Company organized under general law,	3433, etc.
Commutation rates, change of,	3542
Competing lines to have equal facilities,	3532–3533
Conductors to wear badges,	3549
Connecticut Central R. R. Co., special privileges,	3591–3593
Connecting roads, milk transportation,	3543–3544
trains to connect,	3529
failure to connect, page 52	1–3, 3530
business connections,	3534
discrimination,	3535
Consolidation, when permitted,	3443
how effected,	3444
to be ratified,	3445
powers under,	3446
bonds issued,	3447, 3448
suits by or against,	3449
Construction of statutes,	1
lien for services, etc.,	3022
liability for labor in,	3470
when commenced,	3437, 3440
over what route,	3438
when to be finished,	3440
across navigable waters,	3441
contractors to give security,	3470
across horse railroad, etc., page 32	
across other railroad,	3471
Contracts by connecting roads,	3472
Contractors to give security for labor,	3470
Conveyances recorded, Secretary of State,	3474
Couplers, kind required,	3537–3539
Counties not to aid railroads, page 3	
Crossing of one railroad by another,	3471

	Section.
Crossing of railroads and horse railroads, etc., page 32	1
private,	3462
established, removed, restored, page 29	1–5
navigable waters,	2668, 3441
non-navigable waters,	3476–3477
Dams, supervisor of,	3696
Damages for change of highways, page 38	5
for taking highway or private way, " 11	7
awarded for land taken, how held for owner,	1988
Death, punishment for, caused by obstruction on railroads,	1400
punishment for, caused by intoxication of employé,	1403
Deed by company of land purchased,	2959
Demurrage and storage charges regulated, page 57	1–3
Depot, depositing rubbish, etc., in,	1473
when not to be taken or used,	3453
grounds not to be taken or used, page 28	3453
Depot grounds, trespassing on,	3550–3551
Designation of trains,	3540
Directors, number and power,	3455
Discrimination forbidden,	3535, 3545
penalty for,	3536, 3546
Displacing switch,	1461
Donation or loan by towns, etc., prohibited, page 3	
Draw-bridges, trains stopping at,	3560–3561
Draw-bridge, interference with navigation,	3562
stops at stations near,	3563
Drinking water in cars,	3540
Driving on track, etc.,	3550–3551
Easements, how taken,	3466
released by trustees,	517
Electric road not to cross railroad at grade, page 32	1
Engine bell and whistle required,	3553
to be sounded,	3554–3556
when not to be sounded,	3558–3559
Engines, etc., how attached,	918
fire from negligence,	1096
shooting, etc., at,	1471
injuring,	1472, 1517
stopping, etc.,	1517
riding on prohibited,	3550–3552
Engineers to be sworn,	3557
Engineer's report with petition for incorporation,	392

	Section
Engineer's report with articles of association,	3436
Evading fares, penalty for,	3541
Examination of roads by Commissioners,	3422–3423
Execution, levy of, on interest of one road in another,	1178
Expenditures of Commissioners,	380
Fares, penalty for evading,	3541
commutation not to be changed,	3542
Farm crossings, established, removed, restored, page 29	1–5
Fence, judge may order, when,	2700
at crossings,	3504
where and when to be built, etc.,	3505–3510
lien of company for cost of,	3508
barbed wire along highway, page 46	2274
near buildings, " 46	1, 2
around public buildings, " 46	1, 2
Fire from engines, negligence,	1096
damages,	3581
insurable interest in property destroyed by,	3581
notice for claims for damages by,	3882
action for damages by,	3582
risks not included in damage for land taken,	3583
Flagmen at crossings of highways,	3424–3425
Foreclosure, record of,	3475
proceedings,	3572, 3576
Freight, transportation of, "Short Haul" law,	3545–3546
lien of company for, charges, page 57	3
Gaming on cars,	2557
Gates at highways,	3423–3424
at private ways,	1573
General Assembly, transportation of members of, page 65	
General railroad law,	3433–3453
Grade crossings, how changed, pages 35–39	3484–3491
Guardians may release damages for land taken,	3439
Heating and lighting cars,	3569
Highway crossing, damages for obstructing by trains, etc.,	2692
near covered bridges not to be obstructed,	2693
not crossing a railroad not to be laid out within 100 yards of railroad unless approved by judge,	2700
judge order fences,	2700
damage for taking, page 11	1

	Section.
Highway taken by railroad company, changed by order of Superior Court,	2712
taken by railroad company, changed by order of Railroad Commissioners,	3476
gates, flagmen or signals,	3423–3425
warning boards at,	3478
may be crossed or occupied,	3476
condition restored,	3476
location changed,	3476
land for alteration, how taken,	3479
not to be crossed at grade,	3480
cross railroad at grade,	3481
new, over railroad, expense how paid, page 38	7, 3481
barbed wire fence, along, " 46	2274
Highway crossing :	
over railroad, description of bridge to be determined,	3482
grade crossing of, how changed, pages 35–39	1–9
damages for change of grade, page 38	5
land taken for change in crossings, " 37	3, 3484, 3490
near railroad, how changed,	3486–3487
relocated, how maintained,	3488
use of tracks across, restricted,	3492–3493
laying tracks across, restricted,	3492–3493
speed of locomotives regulated,	3498
crossings to be planked,	3499
hand cars not to be left near,	3540
Horse railroad not to cross railroad at grade, page 32	1
Incorporation of company,	392–393
Injuring engine or car,	1472
Injuries from intoxication of employés,	1403
Injuring switch or signal,	1471
Interest of one railroad in another taken on execution,	1178
Land, how much may be taken,	3460
additional, how taken,	3461
how taken for private way,	3462
how taken by appraisal,	3464
after construction, page 28	1
damages, where railroad abandoned before opened,	3465
taken, damages awarded for, how kept for owner,	1988
purchased, deed of by company,	2959
no adverse possession gained,	2971

	Section.
Land, taken for change of grade-crossings, page 37	3484, 3490
plan to be furnished,	3467
filed with town clerk,	3468
easements in, how taken,	3466
taken for new highway over railroad,	3481
for necessary alterations,	3512
taken, damages not include fire risk,	3583
Leases by companies,	3472
to be approved by stockholders,	3473
to be recorded in office of Secretary of State,	3474
Liens for services and materials,	3022
for freight charges, page 57	3
of company for cost of fences,	3508
transportation of animals,	1544
Lighting and heating cars,	3569
Limit of time for suits for loss of life,	1383
Loans by towns prohibited, page 3	
Location, deposit before asking approval of,	3459
approval of Commissioners,	3460
change of,	3460–3461
plan filed with town clerk,	3468
Secretary of State,	3469
through or near cemetery,	3463
Meeting, stockholders, proxies,	1927, 3457
stock vote,	3456
when stockholders not vote,	3458
Milk transportation,	3543–3544
Mortgages, bonds and,	3570–3580
to secure bonds,	3571
include rolling stock,	3572
how foreclosed,	3572, 3576
prior, not affected,	3578
Name of company, general law,	3435
Notice on petition for incorporation,	393
Nuisance, committing, on bridge,	1474
Notice by Commissioners in regard to locating railroad or taking of land,	3420
appraisers,	3420
Superior Court,	3420

	Section.
Obstructions on railroad, penalty for, causing death,	1400
penalty for,	1429
Obstructing use of railroad,	1517
Offences on cars, where prosecuted,	1611
Officers, choice of, and duties,	3455
when not vote on proxies,	3457
Opened for travel, certificate required before,	3421
Passes for members of General Assembly, page 65	
Passengers on Sunday trains,	3526
Passengers not to be put off between stations,	3541
Penalty for non-compliance with law as to building railroads across highways, or highways across railroads, and alterations of same,	3485
Penalty for non-compliance with orders as to use of tracks in highways,	3494–3498
Penalty, general,	3496, 3607
how recovered,	1611, 3485, 3497
suit to recover, when to be brought, page 75	1379
for neglect to provide bridge guards,	3502
to fence,	3507
for Sunday trains, etc.,	3525, 3526
for neglect to provide reasonable connections,	3534
for discriminations,	3536
for placing obstructions,	1429
with intent to throw cars off,	1429
causing death,	1400
for negligence causing injury or death,	1403
for displacing switches, etc.,	1431
for shooting, etc., at cars, etc.,	1471
for injuring cars, etc.,	1472
for turning rubbish, etc., on track,	1473
for nuisance on bridge,	1474
for stopping engine, etc.,	1517
for not closing gates, etc.,	1573
how enforced,	1611, 3485, 3497
for evading fares,	3541
for being on track, engine, etc.,	3552
for not providing approved couplers,	3539
for refusal to transport milk,	3544
ties, etc.,	3547
for violating "short haul" law,	3546
for refusal to give receipt,	3548
for not stopping at drawbridge or railroad crossing,	3561

	Section.
Penalty for not making annual returns, page 67	3
for making false returns, " 68	
Petition for incorporation or alteration,	392–393
Plan of land taken to be furnished,	3467
Platform, safety on cars,	3540
Police, railroad or steamboat,	296–298, 2002
Power, any, may be used in transportation,	3438
Printing report of Commissioners,	331
Private way, neglect to close gates at,	1573
how provided by railroad company,	3462
established, removed, restored, page 29	1–5
damages for taking, " 11	1
Property, taking of, for alteration, etc.,	3512
Prosecutions, or qui tam suits,	1611
for offences on cars,	1611
Proxies,	1927, 3457
Qui tam suits, prosecution,	1611
"Railroad Company," meaning of,	1, 3585
Railroad companies, powers of, not using animal power alone,	3454
Railroad, when not to be built at grade across electric, horse, or cable, page 32	1
Railroad, general law,	3433–3453
Railroad police,	296–298, 2002
Railroads, towns, etc., not to aid construction, page 3	
Real estate, what may be held,	3438
time within which taken, page 28	3439
Receipt for freight to be given,	3548
Record of assignments, releases, etc.,	3475
Release of easements by trustee,	517
Releases to be recorded,	3475
Reservations, etc., how taken,	3466
Returns, annual, forms of, page 67	1–2
by lessees,	3590
false, page 68	1
neglect to make, " 67	3
sworn to, " 67	2
when and how made, " 67	2–3
Riding or driving on track, etc.,	3550–3551
Rockville Railroad Company, special privileges,	3591–3593
Rubbish, etc., depositing on railroad,	1473

	Section.
Shooting, etc., at engine or car,	1471
Signals, penalty for injuring,	1431
at highway crossings,	3424–3425
"Short Haul" law,	3545–3546
Standard time,	3528
Stations, how established,	3514–3515
how re-established,	3517
how abandoned,	page 48 3516
how changed on new location,	" 49 3
appeals from orders in regard to,	3518
stopping trains at,	3519–3522
near drawbridges,	3563
safe approaches required,	3531
names to be posted,	3540
trains at, designated,	3540
water closets at,	3584
passengers not to be put off between,	3541
Statutes, how construed,	1
Steamboat and railroad police,	296–298
Stock, towns, etc., may not subscribe,	page 3
capital, general law,	3435
amount necessary, general law,	3436
affidavit as to amount subscribed,	3436
paid in,	3436
additional subscriptions,	3437
amount to be expended in two years,	3440
when cannot be taken by other companies,	3442
how increased,	3450–3452
vote,	3457
guaranteed limited,	page 62 1
Stockholders' meetings, proxies,	1927, 3457
when cannot vote,	3458
Storage and demurrage charges regulated,	page 57 1–2
Sunday trains, etc.,	3523–3527
Supervisor of dams,	3696
Surveys may be made how,	3438
Switch, penalty for displacing,	1431
Taxation,	page 71 1, 3820, 3830, 3835, 3919-3927, 3931
Tickets for members of General Assembly,	page 65
Ties, transportation of,	3547
Time, standard,	3528
Towns not to aid railroads,	page 3

	Section.
Track, riding or driving on,	3550–3552
Tracks, when not to be taken or used, page 28	3453
Trains, stoppage of near villages,	3513
at stations,	3519–3522
running on Sunday,	3523–3527
to make connections, page 52 1, 3,	3529–3530
designation of,	3540
when to stop before crossing a railroad or drawbridge,	3560
speed, when regulated,	3565
number of brakemen on,	3566
Transportation of animals,	1544
lien of company for,	1544
of members of the General Assembly, page 65	
Trustee release easements, etc.,	517
release damages for lands taken,	3439
for bond-holders, possession,	3573
liability of,	3574
inventory by,	3575
accounting by,	3576
foreclosure by,	3576
neglect of duties,	3577
powers same as company,	3579
expenses of,	3580
Vote on proxies,	1927, 3457
Water-closets at stations,	3584
Water-courses not navigable, crossing of,	3476–3477
Water, navigable, bridges over,	2668, 3441
drinking, in cars,	3540
Way bill, copy of, when to be given, page 57	
Wharves, when not to be taken or used, " 28	3453
Whistle, engine to be provided,	3553
sounded,	3554–3555
at, over or under crossings, when,	3556
when not to be sounded,	3558–3559
Witnesses examined by Commissioners,	3430
fees of, taxed and paid,	3431

State of Connecticut.

25TH ANNUAL REPORT

OF THE

INSURANCE COMMISSIONER,

MADE TO THE

GOVERNOR OF THE STATE, A.D. 1890.



PART FIRST.

Fire, Marine, Fidelity, and Casualty Companies.

HARTFORD, CONN.:
PRESS OF THE CASE, LOCKWOOD & BRAINARD COMPANY.
1890.

ERRATA.

Page 67 — Instead of "None," under head of Assets, read "Cash in hand $456.35; in bank, $1,335.48." Correction of statement, by company, after it was printed.

Page 335 — For "Railroad Stocks" read "Railroad Bonds."

INDEX.

PAGE.

Introduction..... vii

STOCK FIRE AND FIRE MARINE INSURANCE COMPANIES OF THIS STATE.

Ætna, Hartford,..... 3
Connecticut, Hartford,..... 10
Hartford, Hartford,..... 14
Meriden, Meriden,..... 19
National, Hartford,..... 22
Norwalk, Norwalk,..... 26
Orient, Hartford,..... 30
People's, Middletown,..... 36
Phœnix, Hartford,..... 39
Security, New Haven,..... 43

MUTUAL FIRE INSURANCE COMPANIES OF THIS STATE.

Danbury, Danbury,..... 51
Farmers, Suffield,..... 52
Farmington Valley, Farmington,. 53
Greenwich, Greenwich,..... 55
Hartford County, Hartford,..... 56
Litchfield, Litchfield,..... 58
Madison, Madison,..... 60
Middlesex, Middletown,..... 61
Mutual, Norwich,..... 63
Mutual, Harwinton,..... 64
New London County, Norwich,.. 65
Patrons, Hartford,..... 67
Rockville, Rockville,..... 68
State, Hartford,..... 70
Tolland County, Tolland,..... 72
Washington, Washington,..... 73
Windham County, Brooklyn,.... 75

STOCK FIRE AND FIRE MARINE INSURANCE COMPANIES OF OTHER STATES.

Agricultural, Watertown, N. Y.,. 79
Albany, Albany, N. Y.,..... 82
American, Boston, Mass.,..... 85
American, Newark, N. J.,..... 89
American, New York City,..... 92
American, Philadelphia, Penn.,.. 95
American Cen., St. Louis, Mo.,... 100
Anglo-Nevada, San Francisco, Cal., 103
Buffalo German, Buffalo, N. Y.,. 107
California, San Francisco, Cal.,... 111
Citizens, New York City,..... 114
Citizens, Pittsburgh, Penn.,..... 118
Commerce, Albany, N. Y.,..... 122
Commercial, San Francisco, Cal.,. 125
Continental, New York City,..... 128
Denver, Denver, Colo.,..... 133
Eliot, Boston, Mass.,..... 136
Equitable F. & M., Providence, R.I. 139
Farragut, New York City,..... 142
Fire Association, Phila., Penn.,.. 145
Fireman's Fund, San Fran., Cal.,. 150
Firemen's, Newark, N. J.,..... 154
First Nat., Worcester, Mass.,..... 157
Franklin, Philadelphia, Penn.,... 160
German American, N. Y. City,... 166
Germania, New York City,..... 170
Girard, Philadelphia, Penn.,..... 174
Glens Falls, Glens Falls, N. Y.,.. 178
Granite State, Portsmouth, N. H., 181
Greenwich, New York City,..... 184

Hanover, New York City,..... 188
Home, New York City,..... 192
Ins.Co.of No.Amer.,Phila.,Penn., 198
Ins. Co. of State of Penn., Phil.,. 203
Jersey City, Jersey City, N. J.,... 207
Liberty, New York City,..... 210
Long Island, Brooklyn, N. Y.,... 212
Merchants, Newark, N. J.,..... 213
Merchants, Providence, R. I.,.... 217
Michigan, Detroit, Mich.,..... 220
Milwaukee Mechanics, Mil.,Wis.,. 223
Newark, Newark, N. J.,..... 227
New Hampshire, Manches., N. H., 230
New York Bowery, N. Y. City,.. 234
Niagara, New York City,..... 238
North American, Boston, Mass.,.. 242
Northwestern, Milwaukee, Wis.,. 246
Pacific, New York City,..... 249
Pennsylvania, Phil., Penn.,..... 252
People's, Manchester, N. H.,..... 257
People's, New York City,..... 261
Phenix, Brooklyn, N. Y.,..... 264
Providence Washington, R. I.,.... 268
Reading, Reading, Penn.,..... 271
Reliance, Philadelphia, Penn.,.... 275
Rochester German, Roch., N. Y.,. 279
Springfield, Springfield, Mass.,... 282
Spring Garden, Phil., Penn.,..... 287
Traders, Chicago, Ill.,..... 291
Union, Philadelphia, Penn.,..... 294
Union, San Francisco, Cal.,..... 298
United Firemen's, Phil., Penn.,.. 302
United States Fire, N. Y. City,... 306
Westchester, New York City,.... 309
Williamsburgh, Brooklyn, N. Y.,. 312

MUTUAL FIRE INSURANCE COMPANIES OF OTHER STATES.

Fitchburg, Fitchburg, Mass., ... 319
Holyoke, Salem, Mass., ... 322
Merchants and Farmers, Worcester, Mass., ... 326
Quincy, Quincy, Mass., ... 328

FIRE AND FIRE MARINE INSURANCE COMPANIES OF OTHER COUNTRIES.

British America, Toronto, Canada, ... 335
City of London, London, England, ... 338
Commercial Union, London, England, ... 341
Guardian Fire and Life, London, England, ... 344
Hamburg-Bremen, Hamburg, Germany, ... 347
Imperial, London, England, ... 351
Lancashire, Manchester, England, ... 354
Lion, London, England, ... 357
Liverpool and London and Globe, Liverpool, England, ... 360
London, London, England, ... 363
London and Lancashire, Liverpool, England, ... 367
North British and Mercantile, London and Edinburgh, Great Britain, . 370
Northern Assurance, London, England, ... 374
Norwich Union, Norwich, England, ... 377
Phœnix Assurance, London, England, ... 380
Queen, Liverpool, England, ... 383
Royal, Liverpool, England, ... 387
Scottish Union and National, Edinburgh, Scotland, ... 391
Sun, London, England, ... 394
Transatlantic, Hamburg, Germany, ... 397
United Fire Re-insurance, Manchester, England, ... 400
Western, Toronto, Canada, ... 403

MARINE INSURANCE COMPANY OF ANOTHER COUNTRY.

Marine (Limited), London, England, ... 409

CASUALTY INSURANCE COMPANIES OF THIS STATE.

Connecticut Mutual Steam Boiler Inspection and Insurance Co., Waterbury, 413
Hartford County Tobacco Growers Mutual, Windsor, ... 414
Hartford Steam Boiler Inspection and Insurance Co., Hartford, . . 415

FIDELITY AND CASUALTY INSURANCE COMPANIES OF OTHER STATES.

American Steam Boiler, New York City, ... 421
American Surety, New York City, ... 425
Fidelity and Casualty, New York City, ... 427
Lloyds Plate Glass, New York City, ... 431
Metropolitan Plate Glass, New York City, ... 434

FIDELITY INSURANCE COMPANY OF ANOTHER COUNTRY.

Guarantee Company of North America, Montreal, Canada, . . . 439

STATISTICAL TABLES.

Table I — Capital, Assets, Liabilities, Surplus, etc., ... 444
Table II — Items Composing the Assets, ... 449
Table III — Items Composing the Liabilities, ... 453
Table IV — Income, ... 457
Table V — Expenditures, ... 461
Table VI — Premiums Received, Commissions Paid, etc., . . . 465
Table VII — Risks, Premiums, Losses Incurred, ... 469
Table VIII — Business in Connecticut, ... 473
Table IX — Average Premium Per Cent., ... 477
Table X — Marine and Inland Business, ... 481
Table XI — Summary Comparison of Business in Connecticut, . . 482
Table XII — Summary Comparison of Condition, ... 483

MISCELLANEOUS.

Directory of Companies, ... 485
Directory of Agents, ... 491
Laws Relating to Insurance in Connecticut, ... *1—*57

Office of the Insurance Commissioner,
Capitol, Hartford, February 17, 1890.

Sir: The Commissioner has the honor to submit herewith, as by law required, Part I of his Report, being the twenty-fifth Annual Report of this Department.

O. R. Tyler

To the Governor.

REPORT—PART I.

Part I of the Commissioner's Annual Report relates to those companies which are duly authorized to transact in this State fire, marine, casualty, or fidelity insurance. Abstracts of their statements of condition on December 31, 1889, will be found herein compiled, together with statistical tables derived therefrom, relating to the business of fire and marine companies.

Since the date of Part I of the Commissioner's last report, the following-named foreign corporations have been admitted to do business in the State:—

Date of Admission.	Name and Location.	Capital.	Class of Insurance.
1889.			
March 8,....	North American, Boston, Mass.,.....	$200,000	Fire.
April 1,.....	Reliance, Philadelphia, Pa.,.....	300,000	Fire.
April 14,....	Fitchburg, Fitchburg, Mass.,.....	Mutual.	Fire.
August 20,..	Michigan, Detroit, Mich.,.....	400,000	Fire.
1890.			
January 14,.	Denver, Denver, Col.,.....	200,000	Fire.
	Aggregate capital stock,.....	$1,100,000	

No domestic corporation has been organized or set in operation during the year.

The following companies ceased business in this State :

Retired.	Name and Location.	Capital.
1889.		
Dec. 14,....	Tobacco Growers, North Canaan, Conn.,.....	Mutual.
1890.		
January 7,..	Park, New York City,.....	$200,000
" 22,.	Concordia, Milwaukee, Wis.,.....	200,000
" 31,.	Atlantic, Providence, R. I.,.....	200,000
	Aggregate capital stock,.....	$600,000

The capital of companies admitted exceeds that of those withdrawn by $500,000. In 1888 there was a similar gain amounting to $700,000. These two sums together more than make good the capital withdrawn in 1887, viz., $1,000,000.

The whole number of companies whose condition is exhibited in this part of the report is one hundred and twenty-seven. In addition there is one, the Long Island, whose certificate of authority is still in force, but whose annual statement is unavoidably delayed, and does not appear in this report. Including this, the whole number duly authorized is one hundred and twenty-eight. Of these, one hundred and eighteen prosecute fire or fire and marine insurance; one is engaged in marine insurance exclusively; three cover loss by the explosion of steam boilers; one insures against damage by hail to tobacco in the field; two insure only against breakage of plate glass; two prosecute fidelity insurance; and one combines fidelity, glass, boiler, and personal accident insurance. One hundred and five are joint stock corporations, and twenty-three are mutual.

FIRE INSURANCE COMPANIES.

The statistics relating to one hundred and seventeen fire insurance offices are tabulated in the appendix, the general condition of which is briefly summarized in the groupings which follow : —

ASSETS AND LIABILITIES — DECEMBER 31, 1889.

No.	Location.	Assets.	Liabilities that concern Policy-holders.	Liabilities that concern Stockholders.
10	Stock Companies of Conn.,	$29,696,534	$10,313,117	$21,263,117
17	Mutual Companies of Conn.,	1,527,639	316,276	316,276
64	Stock Companies of other States,	110,716,911	51,539,077	90,117,027
4	Mutual Companies of other States,	1,961,469	817,289	917,289
22	Stock Cos. of foreign Countries,	45,041,099	28,548,134	32,948,134
117	Aggregates,	$188,943,652	$91,533,893	$145,561,843

The liabilities that concern policy-holders include neither capital stock nor special reserve and guaranty surplus funds held by certain New York companies. The propriety of omitting these special funds from the liabilities that concern policy-holders, however, may well be doubted, — since policy-holders, in case of loss, can never reach them. The special reserve fund belongs to the stockholders, and is not liable for losses. The guaranty surplus fund belongs to whatever office shall reinsure the outstanding risks of the company after its failure. Loss claimants cannot touch it. The whole amount of such funds established by eight New York companies is $4,359,400.

In both columns of liabilities given above, the contingent reinsurance liability constitutes the major part, being reckoned at $75,066,860.

The absolute liabilities for losses and other indebtedness amount to $16,467,033.

As concerns stockholders, the assets exceed all liabilities, capital included, by $43,381,808.

The amount of fire risks in force at the end of the year, reinsurance deducted, was $12,798,707,089, which exceeds the amount at risk the year before by $657,000,000. The number of companies then represented here was less by one than now.

The nature of the assets and liabilities is exhibited in condensed form in the following two tabulations. The "other assets," mentioned in one of the columns, consist of premiums in course of collection, excepting about $2,000,000. Reference may be had to Tables II and III for full particulars as to each company.

CHARACTER OF THE ASSETS.

December 31,1889.	Real Estate.	Loans on Mort. R.E.	U. S. Bonds.	Other Bonds and Stocks.	Loans on Collateral.	Cash.	Other Assets.
27 Conn. Cos.,....	$1,421,480	$3,766,626	$634,897	$21,326,036	$145,303	$2,038,580	$1,891,252
68 Others, U. S.,..	11,363,141	22,990,865	13,842,018	47,110,506	4,257,923	5,469,512	7,644,414
22 Cos. ex U. S.,.	5,119,009	3,687,900	15,338,283	13,018,500	111,000	3,177,537	4,588,871
117 Companies,..	$17,903,630	$30,445,391	$29,815,198	$81,455,042	$4,514,226	$10,685,629	$14,124,537

CHARACTER OF THE LIABILITIES.

December 31, 1889.	Loss Claims.	Unearned Premiums.	Dividends Unpaid.	Commissions.	All other Liabilities.	Total.
27 Conn. Companies, ...	$990,311	$8,810,842	.....	$229,990	$598,249	$10,629,392
68 U. S. Companies,.....	4,881,369	44,798,398	$26,676	949,848	1,700,075	52,356,366
22 Cos. ex U. S.,.....	2,739,830	21,457,620	.....	647,490	3,703,195	28,548,135
117 Companies,.	$8,611,510	$75,066,860	$26,676	$1,827,328	$6,001,519	$91,533,893

BRIEF COMPARATIVE REVIEW.

An advantageous comparison of the condition and business of the companies, at the close of the years 1888 and 1889, may be made by taking into consideration only those companies operating here in both years. Omitting the Long Island, these identical offices number one hundred and twelve; and the summaries which follow include these only.

CAPITAL AND ASSETS — 1888 AND 1889.

December 31.	Fixed Capital in United States.		Assets in United States.	
112 Offices.	1888.	1889.	1888.	1889.
10 Conn. Stock,.....	$10,950,000	$10,950,000	$28,440,279	$29,696,534
17 Conn. Mutual,.....	Nothing.	Nothing.	1,454,719	1,527,639
60 Other States, Stock,..	32,817,300	33,118,550	106,746,168	108,504,467
3 Other States, Mutual,	100,000	100,000	1,674,285	1,706,892
22 Other Countries, Stk.,	5,019,000	5,091,000	43,613,035	45,041,099
Aggregates,.....	$48,886,300	$49,259,550	$181,928,486	$186,476,631

The Springfield Company increased its capital $250,000, and the Albany Company $50,000, by converting so much of their surplus funds into fixed capital. Several companies assessed their stockholders in order to repair capital. The whole increase in capital is $373,250, whilst the assets have grown nearly $4,550,000. The increase in 1888 amounted to $7,000,000. By reference to the next tabulation, it will be seen that the liabilities, including reserve, capital, and special funds, have increased nearly five millions, or about $400,000 more than the assets. In the year before, the gain in assets exceeded the increase in liabilities by $2,500,000, the resulting difference in the two cases being $2,900,000.

LIABILITIES — 1888 AND 1889.

December 31.	1888.		1889.	
112 Offices.	Excluding Capital and Special Funds.	Including Capital and Special Funds.	Excluding Capital and Special Funds.	Including Capital and Special Funds.
10 Conn. Stock,.....	$9,514,512	$20,464,512	$10,313,117	$21,263,117
17 Conn. Mutual,.....	312,890	312,890	316,276	316,276
60 Other States, Stock,..	48,640,312	85,564,369	50,836,485	88,314,435
3 Other State, Mutual,	664,665	734,665	668,939	778,939
22 Other Countries, Stk.,	27,186,158	31,586,158	28,548,134	32,948,134
Aggregates,.....	$86,318,537	$138,662,594	$90,682,951	$143,620,901

NET SURPLUS—1888 AND 1889.

December 31.	1888.		1889.	
112 Offices.	As concerns Policy-holders.	As concerns Stockholders.	As concerns Policy-holders.	As concerns Stockholders.
10 Conn. Stock,.....	$18,925,766	$7,975,766	$19,383,418	$8,433,418
17 Conn. Mutual,.....	1,141,829	1,141,829	1,211,362	1,211,362
60 Other States, Stock,..	58,105,856	21,181,799	57,667,982	20,190,032
3 Other State, Mutual,	1,039,620	939,620	1,037,953	937,953
22 Other Countries, Stk.,	16,426,877	12,026,877	16,492,966	12,092,966
Aggregates,.....	$95,639,948	$43,265,891	$95,793,681	$42,865,731

Inspection of the above shows the net surplus, over all liabilities, including capital, special funds, and reinsurance reserve, to have been $42,865,731 last December, for the identical one hundred and twelve offices brought into comparison,—a falling off of just about $400,000 from the year before. It also appears that there was a reduction of nearly a million of dollars in the surplus of the sixty stock companies from other States, and at the same time a gain by the twenty-seven domestic companies exceeding $500,000. The twenty-two companies from foreign countries also made a slight gain. Whilst the domestic offices have grown stronger, they have also paid their customary dividends to stockholders.

Inasmuch as the total income exceeded the total expenditure by about $3,050,000, and the assets increased $4,550,000, it is fair to conclude roughly that the difference of $1,500,000 represents the extent to which real estate, stocks, and bonds have been raised in re-valuation. Since there have been some calls on stockholders to repair capital, and remittances to and from offices located in other countries, this conclusion is subject to modification on these accounts. But, assuming it to be correct, the marking-up, averaged upon the property mentioned, is less than one and one-quarter per cent.

NET PROFITS—1888 AND 1889.

December 31.	1888.		1889.	
112 Offices.	Dividends Paid.	Increment of Surplus.	Dividends Paid.	Increment of Surplus.
10 Conn. Stock,.....	$1,537,500	$607,532	$1,543,500	$457,651
17 Conn. Mutual,.....	.....	38,298	.....	69,533
60 Other States, Stock,..	3,282,535	1,504,856	3,563,109	*—991,767
3 Other States, Mutual,	136,850	56,046	142,899	*—1,667
22 Other Countries, Stk.,	.....	250,303	.....	66,089
Aggregates, ...	$4,956,885	$2,457,035	$5,249,508	*—$400,161

* Decrement.

If the increased value set upon the investments be counted as profits, then the amount of dividends paid and surplus increase exhibit the net profits of each year. In 1888, these amounted to $7,413,920, and in 1889 to $4,849,347. The decrease is $2,564,573. Looking at the stock companies only, the profits of Connecticut companies averaged eighteen per cent. upon their capital, and those of companies in other States averaged seven and eight-tenths per cent. In the case of companies of foreign countries, the remittances to and from the home offices are not stated in all the reports, and a balance cannot be struck showing the excess of remittances to the home offices. This excess would properly be treated as a dividend, but, not having been ascertained, the table is defective as to those companies.

Taken all together, the profits, divided and undivided, of these stock companies, were about $2,868,000 less than the interest earnings,—that is to say, the insurance business proper was transacted at a loss of this sum. This result is in marked contrast with that of the year before, when the insurance account balanced itself, and interest earnings were clear profits.

INCOME — 1888 AND 1889.

1888.	Fire Premiums.	Marine Prem's.	Interest, etc.	Total Income.
10 Conn. Stock,.....	$11,150,807	$257,677	$1,267,929	$12,676,413
17 Conn. Mutual, ...	165,426	....	73,242	238,668
60 Other States, Stock,.	43,738,352	2,741,859	4,502,428	50,982,639
3 Other State, Mut'l,..	364,371	.....	83,791	448,162
22 Other Countries, Stk.	27,257,539	638,562	1,363,033	29,259,134
112 Offices,.....	$82,676,495	$3,638,098	$7,290,423	$93,605,016

1889.	Fire Premiums.	Marine Prem's.	Interest, etc.	Total Income.
10 Conn. Stock,.....	$11,611,074	$227,473	$1,247,034	$13,085,581
17 Conn. Mutual, ...	168,300	.....	77,446	245,746
60 Other States, Stock,.	45,046,845	2,826,901	4,720,502	52,594,248
3 Other State, Mutual,	351,177	.....	82,616	433,793
22 Other Countries, Stk.	28,131,473	674,719	1,538,891	30,345,083
112 Offices,.....	$85,308,869	$3,729,093	$7,666,489	$96,704,451

Marine premiums increased about two and one-half per cent., and in fire premiums there was a gain of $2,632,374, or three per cent. Interest realized increased five per cent. The total income was $96,704,451, which is a gain of about $3,100,000.

EXPENDITURES—1888 AND 1889.

112 Offices.	Losses.		Expenses.		Dividends.	
	1888.	1889.	1888.	1889.	1888.	1889.
10 Conn. Stock,...	$6,165,325	$7,081,643	$3,748,120	$3,941,399	$1,537,500	$1,543,500
17 Conn. Mutual,..	108,297	107,604	80,623	77,942	.....	.....
60 Other St., Stk.,.	27,714,452	29,903,774	17,327,645	18,078,489	3,282,535	3,563,109
3 Other St., Mut.,	136,787	163,718	104,487	114,883	136,850	142,899
22 Other Cos. Stk,	17,166,218	19,296,991	9,173,598	9,633,188	.....	.....
Totals,.....	$51,291,079	$56,553,730	$30,434,473	$31,845,901	$4,956,885	$5,249,508

The sum paid for losses in 1889 was more than five and a quarter millions greater than during the previous year, or four times one-half the gain in premium receipts. The total expenditure was $93,649,139, leaving a balance of income of about $3,050,000. The increase in the year's total expenditure was about $7,000,000, whilst the gain in income was but $3,100,000.

FIRE RISKS IN FORCE AND WRITTEN—1888 AND 1889.

112 Offices.	1888.			1889.		
	Risks in force at end of year.	Risks written during year.	Av. Prem. Per Cent.	Risks in force at end of year.	Risks written during year.	Av. Prem. Per Cent.
27 Conn.Cos.,	$1,326,226,545	1,079,427,910	{ Stk , 1 21 / Mut , .62	1,442,900,962	1,119,265,359	{ Stk., 1.23 / Mut., .60
63 U. S. Cos.,	6,998,944,517	5,397,726,135	{ Stk., .98 / Mut., 1.39	7,269,086,143	5,511,887,598	{ Stk., 1.00 / Mut. 1.43
22 exU.S.Cos.	3,723,238,954	3,559,289,358	Stock, .97	3,988,197,705	3,737,247,158	Stock, .97
Totals, . ..	12,048,410,016	10,036,443,403	1.00	12,700,184,810	10,368,400,115	1.01

The fire risks in force at the end of the year amounted to twelve thousand seven hundred million dollars, which is an increase for the year, by the same offices, of six hundred and fifty-two millions. The amount insured during the year was ten thousand three hundred and sixty-eight millions, a gain of three hundred and thirty-two millions over the sum insured during the year preceding. The average premium rate of the two years varied but one-hundredth of one per centum.

FIRE BUSINESS IN CONNECTICUT, 1888 AND 1889.

	1888.			1889.		
112 Offices.	Risks Written.	Premiums Received.	Losses Incurred.	Risks Written.	Premiums Received.	Losses Incurred.
10 Conn. Cos. stk.,..	$46,849,897	$459,131	$207,259	$49,180,677	$461,218	$192,565
17 Conn. Cos, Mut.,.	26,837,759	165,426	115,340	28,136,524	168,300	104,755
60 U. S. Cos. stk.,...	87,240,978	884,680	451,108	93,264,236	913,893	382,064
3 U. S. Cos, Mut.,...	1,356,994	13,792	13,564	1,444,555	15,137	7,501
22 ex. U.S. Cos. stk,.	38,111,309	403,387	161,932	39,264,300	402,562	170,937
Totals,.....	$190,396,937	$1,919,416	$949,203	$211,290,292	$1,961,110	$857,822

The amount of fire risks written in this State in 1889 was $211,290,292, or one-fiftieth part of the entire business of these offices. This is an increase of twenty-one millions, or nine per cent. The premiums were $1,961,110, — a gain of nearly $42,000, or but about two per cent. The losses incurred were $857,822, which sum is but forty-four per cent. of the premiums, whereas, in the year before, the losses were nearly fifty per cent. of the premiums. The business of this State appears to have been unusually profitable in 1889. And for many years past it has proved quite remunerative.

MARINE AND INLAND NAVIGATION BUSINESS.

Three domestic companies, twenty-one of other States, and three of other countries, are engaged in this business, combined with that of fire insurance. And one English company transacts exclusively marine and inland navigation business. These companies wrote risks in the year past to the amount of $1,009,242,331, the premiums therefor being $5,710,906.21, and paid losses to the extent of $3,366,310, the losses incurred being estimated at about $210,000 more than the amount paid. The ratio of loss to premium was fifty-nine per cent., whereas in the year before it was less than fifty per cent.

CASUALTY INSURANCE.

The Tobacco Growers' Mutual Insurance Company of North Canaan has retired from business and closed its affairs. The same seven other companies remain, as heretofore, carrying on the three branches of casualty insurance. Their condition on the thirty-first day of last December is summarized thus: —

ASSETS, LIABILITIES, SURPLUS.

Seven Companies.	Assets.	Liabilities, including Capital.	Surplus.
Conn. Mutual Steam Boiler,	$995.15	$1,131.33	*—$136.18
Hartford Steam Boiler,	1,343,905.59	1,278,367.13	65,538.46
Hfd. Co. Tobacco Growers Mut.,	727.43	Nothing.	727.43
American Steam Boiler,	1,407,406.12	1,112,368.48	295,037.64
Fidelity and Casualty,	1,000,020.88	1,008,735.59	*—8,714.71
Lloyds Plate Glass,	396,008.60	312,452.12	83,556.48
Metropolitan Plate Glass,	313,058.40	208,534.29	104,524.11
Aggregates,	$4,462,122.17	$3,921,588.94	$540,533.23

* Deficit.

The assets have grown $400,000, the liabilities $500,000, and the surplus diminished $85,000, during the year.

The amount of risks carried has been enlarged by about $75,000,000, which is an increase of more than forty per cent. in a single year. The bulk of the steam-boiler business is now done for terms longer than one year, which accounts in part for the rapid increase in the amount at risk. The amount of boiler risks included in the above schedule is about two hundred and thirty-five millions, and of glass risks about twenty-five millions. Both these classes of business have proved very profitable to the companies.

RISKS IN FORCE AND PREMIUMS THEREON.

Seven Companies.	Amount at Risk.	Premiums thereon.
Connecticut Mutual Steam Boiler,	$389,900	$2,297.75
Hartford Steam Boiler,	121,200,690	1,327,392.38
Hartford County Tobacco Growers Mutual,	Nothing.	Risks end with season.
American Steam Boiler,	98,080,453	1,027,244.27
Fidelity and Casualty,	22,858,988	291,320.75
Lloyds Plate Glass,	10,714,529	325,555.69
Metropolitan Plate Glass,	6,442,275	190,624.08
Totals,	$259,686,835	$3,164,434.92

FIDELITY INSURANCE.

The offices prosecuting this branch of insurance are the same three which have been duly authorized for several years before. The amount of the risks guaranteed by each, and the premiums received therefor, were, at the close of the last year, as follows:

Three Companies.	Surety Risks.	Premiums Thereon.
American Surety, New York,	$60,969,672	$390,984 22
Fidelity and Casualty, New York,	31,246,972	198,952 64
Guarantee, Montreal (risks in U. S.),	31,290,554	194,724.94
Totals,	$123,507,198	$784,661.80

The increase of risks for the year was nineteen millions, and of premiums, eighty-six thousand dollars, — eighteen and twelve per cent., respectively. By reference to their detailed statements, to be found in their proper place in this volume, the condition of these several companies at the close of the years 1889, together with their transactions dur-

ing the year, may be seen at a glance. The number being so few, it is unnecessary to present their statistics in condensed tabular form.

GENERAL COMMENTS.

The year just closed has been one of disastrous experience to many fire insurance companies, conflagration succeeding conflagration with startling frequency. Seattle, Spokane Falls, Lynn, Boston, all are witnesses to the destructive fire waste of the year. Efficient fire departments, good water supply in our cities and large towns, and the various devices in general use to control and extinguish fires, and minimize the loss, seemingly should conduce to lessen the destruction of property by fire. Unfortunately, experience does not permit such positive deductions. New elements of destruction, hazards unknown twenty years ago, are added to the burdens of insurance, and handicap successful fire underwriting. Overcharged electric wires, with imperfect insulation, are a new agent rendering certain destruction to both life and property. The recent conflagration in Boston, where nearly four million dollars' worth of property was swept away, is thought to be chargeable directly to this modern agency. The invention of curbing electricity to minister to our comfort and necessities is yet but partially successful. That the use of electricity for light and power has come to stay cannot be doubted. The dangers resulting to life, and the destruction of property by the high pressure or alternating currents, and the imperfect insulation of wires, should be dealt with heroically. The lesson taught by the Boston and other recent conflagrations is that electricity, as now employed, is a new, potent, and dangerous enemy to be contended with by both the fire underwriter and the law-making power of the State. A thorough system of inspection of wires, under authority of law, should be made imper-

ative in every city and town where electricity is in use. Overhead wires, entering the tops of high buildings, afford good opportunity for a fire to make fair progress before discovery. It is the opinion of the ablest writers on the subject — men whose views are entitled to consideration — that the final disposition of wires should be underground, in a proper conduit, with the wires subjected to such pressure only as to minimize the danger. Telegraph, telephone, and wires of every description should accompany them, for this reason, if for no other, that they offer an obstruction to the efficient operations of a fire department.

Valued-policy laws have introduced a new insurance hazard. Wisconsin in 1874 substituted the wager for the indemnity contract. Gradually this vicious legislation is being incorporated into the statutes of the different States, increasing the cost of insurance by stimulating incendiarism. The essential features of the valued-policy law may now be found in eight States. This unwise legislation offers special inducements to incendiarism, tempting unscrupulous and dishonest owners intentionally to burn their property, and honest men to be indifferent and careless as to its proper protection. It has been shown that in States with the largest experience in this species of legislation, the ratio of losses to premiums received has materially increased since the enactment of such laws. Wisconsin, the first State to take the initiative in valued-policy legislation, furnishes the following statistics: For the eight years preceding the time the law went into effect, the ratio of fire losses to premiums received was 55.44 per cent., and during the eight succeeding years, after the law went into full effect, the ratio was 66.62 per cent., being an increase of 11.18 per cent. In Ohio the increase is even more marked; for seven years preceding the passage of the law the ratio of losses to premiums received was 40.15

per cent., while during the seven succeeding years the ratio had increased to 61.42, a difference of 21.27 per cent. Such laws should be swept from the statutes of every State as immoral and against public policy. Supervising insurance officials in every instance where experience has been given, have stamped valued-policy laws with their disapproval.

STOCK FIRE COMPANIES OF CONNECTICUT.

It is cause for congratulation that the stock fire insurance companies organized under the laws of this State, transacting their business in nearly every State and Territory in the Union, after contributing their fair share to replace the yearly fire waste, have emerged from these conflagrations with unimpaired capitals, and, as a whole, with a material gain in surplus. They have not found it necessary to levy assessments on stockholders to make good an impairment. It is especially gratifying that the business of these corporations is so intelligently and honorably managed as to maintain for our State a leading position as the home of safe and desirable insurance. Of the sixteen stock fire, and fire and marine, insurance companies, organized under the laws of the different States, having each a capital of one million dollars or upwards, six are organized under the laws of this State, and have their home offices in the city of Hartford. The paid-up capitals of these sixteen companies amount to $25,750,000. The six companies of this State supply $10,250,000 of the above sum. The assets of the sixteen companies on December 31, 1889, were $75,114,425, the six companies before mentioned furnishing $28,218,071 of this amount. In net surplus to policy-holders, the sixteen companies combined have $43,007,990; the six Connecticut companies contributing to this total, $18,393,526.

LEGISLATION OF LAST SESSION.

The Legislature of 1889 made a judicious selection in placing at the head of its insurance committee the Hon. O. Vincent Coffin of Middletown. This position he occupied with credit alike to himself and the State, at the previous session. Recommendations made in the last annual report relating to repeal, alteration, and amendment of existing, and the adoption of new laws affecting insurance interests, were generally acted upon favorably, and incorporated into the statutes by the action of the Legislature. The insurance laws as amended by the last session of the Legislature may be found at the close of this report. The act relating to payment of taxes was amended, — the companies are now required to pay the tax, and the agent is relieved of that duty. The change has met with general approval. The present law is simple in its machinery and effective in collection. It was stated in the last report that under the law then in force it seemed probable that the State suffered a loss of some revenue to which it was entitled. The collection of the tax for the present year shows an increase over former years. Under an act passed at the January session of 1889, all taxes on premium receipts of foreign insurance companies being now paid direct to this department, the former cumbersome machinery and duplication of accounts between the State Treasurer and this office are rendered unnecessary. Our retaliatory laws were amended and strengthened. The Commissioner is now clothed with ample power to meet any unjust discrimination against companies of this State which might arise from legislative action, or otherwise, in another State.

Charters were granted to the following companies to transact insurance business: Danbury Fire Insurance Company, of Danbury; New England Insurance Com-

pany, of New Britain, and the Hartford Burglary Insurance Company, of Hartford. At the date of this writing all of the above companies are without organization for the transaction of business under the provisions of their charters. It may be interesting to note in this connection, that with each recurring session of the legislature, charters are freely granted for the organization of stock fire insurance companies. An examination of the record discloses that there is not a stock fire insurance company transacting business which has received its charter from the Legislature of this State during the past eighteen years. The profits derived from the business, unaided by experience, and by income from invested assets, are not so flattering as to tempt capital to embark in the hazards of fire underwriting. The Legislature might with propriety pause and consider, before consuming its time, and that of its committee, in granting hearings for acts incorporating companies of this character, the history of the past eighteen years, and the probability of an organization being perfected, in the event of a charter being granted.

SOLVENCY OF CASUALTY AND FIDELITY COMPANIES.

In the last annual report the attention of the Legislature was directed to the absence of statutory law in determining the solvency of casualty companies. The remarks made in relation to casualty companies are equally applicable to fidelity companies. The business of fidelity insurance is of comparatively recent origin, and perhaps is not as well understood as the older forms of insurance. The amount of business transacted by this class of companies is gaining rapidly. In 1889, the companies reporting to this department, as stated heretofore, assumed risks amounting to $139,370,475 and received in premiums $870,785.59. The business may properly be subdivided into two classes:

guaranteeing the fidelity of employes, and becoming surety on court bonds. It is questionable whether the business as heretofore conducted is strictly an insurance business. The writing of large lines, in some instances half a million of dollars on a single risk, prevents the possibility of arriving at an average upon which to base the premium rate. The business could and should, by law, be reduced to an insurance basis, by limiting the amount on a single risk to a reasonable proportion of the capital stock of the company. It has been claimed, inasmuch as the questions involved in the administration of trusts of all kinds are intricate and difficult in the extreme, that no company could afford to do this business through agents, but that all such business should be done at the home office, where every step of the administration could be carefully watched. If the business is done away from the home office, the company is liable for mistakes on the part of its agents, and is liable to collusion between the agent and the trustee. Without legislative restriction, it may even be doubted whether the courts will continue to look with favor on corporate suretyship bonds. The bonds furnished by these corporations, if properly guarded by legislative enactments, are superior to, and less subject to the hazards of, individual suretyship. The reserve required to be maintained by this class of companies has been a subject of discussion and contention. No uniform practice has heretofore prevailed in the various insurance departments of the country. At a recent convention of insurance commissioners, after careful consideration of the subject, it was decided that hereafter, on fidelity risks, at least eighty per cent. of the premiums on risks outstanding should be held as a reserve, while the bond or policy was in force. This rule to obtain until experience has shown how much more, or less, than twenty per cent. of the premium

should be deducted for the earned expense charge. In the absence of a statute governing this subject, fidelity companies transacting business in this State will be required to maintain at least eighty per cent. as a reserve on all premiums received on risks in force. The subject is of sufficient importance to engage the attention of our law-making power, and such defects as are now apparent should be remedied by appropriate legislation.

RECEIPTS AND EXPENDITURES.

The Commissioner submits the following statement of the receipts and expenditures of the Insurance Department for the fiscal year ending June 30, 1889, as required by law :

RECEIPTS — FROM JUNE 30, 1888, TO JUNE 30, 1889.

For valuation of policies,	$7,327.58
For filing statements,	2,856.00
For agents' certificates,	5,486.00
For licenses,	3,056.00
For certificates of valuation and organization,	690.00
For filing charters,	310.00
For copies of process,	54.00
For reports sold,	154.57
Total receipts,	$19,934.15

PAYMENTS — FROM JUNE 30, 1888, TO JUNE 30, 1889.

For salaries of commissioner, actuary, and clerks,	$13,399.99
For per-diem clerical services,	1,923.45
For printing and binding,	206.00
For law expenses,	346.00
For incidentals,	1,131.42
For law expense incurred in examination of The Continental Life Insurance Co.,	1,450.00
Total payments,	18,456.86

The receipts and expenditures since the Department was reorganized in 1871, exclusive of taxes, have been :

Close of Fiscal Year.	Receipts.	Expenditures.	Surplus.
March 31, 1872, 1 year,.....	$18,016.87	$14,140.73	$3,876.14
March 31, 1873, 1 year,.....	26,231.61	17,641.53	8,590.08
March 31, 1874, 1 year,.....	28,159.23	18,697.01	9,462.22
March 31, 1875, 1 year,.....	19,722.09	17,478.85	2,243.24
March 31, 1876, 1 year,.....	17,354.10	15,986.93	1,367.17
November 30, 1876, 8 months,.....	9,724.53	11,996.96	*2,272.43
November 30, 1877, 1 year,.....	14,211.74	16,464.40	*2,252.66
November 30, 1878, 1 year,.....	15,536.97	14,016.00	1,520.97
November 30, 1879, 1 year,.....	14,922.43	13,465.54	1,456.89
November 30, 1880, 1 year,.....	15,725.21	12,093.81	3,631.40
November 30, 1881, 1 year,.....	15,585.49	12,856.41	2,729.08
November 30, 1882, 1 year,.....	15,684.14	13,118.13	2,566.01
November 30, 1883, 1 year,.....	15,688.53	14,872.39	816.14
November 30, 1884, 1 year,.....	15,601.81	14,698.09	903.72
June 30, 1885, 7 months,.....	16,005.77	9,685.10	6,320.67
June 30, 1886, 1 year,.....	17,527.37	16,532.13	995.24
June 30, 1887, 1 year,.....	19,182.63	14,424.93	4,757.70
June 30, 1888, 1 year,.....	18,865.12	18,209.10	656.02
June 30, 1889, 1 year,.....	19,934.15	18,456.86	1,477.29
Total, 19 years,.....	$333,679.79	$284,834.90	$48,844.89 *Deficit.

TAX ON PREMIUM RECEIPTS.

The following table exhibits the tax collected on premium receipts for each year from 1871. The tax for the fiscal year ending June 30, 1889, was collected by the State Treasurer, under the former law. This table will be discontinued in the next report, and the sum received from this source will appear as one of the receipts of this Department.

Year Prems. received.	Amount tax collected.
1871,	$13,425.08
1872,	21,254.21
1873,	22,489.22
1874,	23,214.10
1875,	29,092.73
1876,	18,829.11
1877,	15,697.38
1878,	15,666.00
1879,	14,906.07
1880,	17,506.60
1881,	20,680.67
1882,	20,837.94
1883,	23,392.87
1884,	27,208.64
1885,	28,317.65
1886,	25,973.45
1887,	27,245.00
1888,	27,646.13
Total for eighteen years,	$393,382 85
Add surplus office receipts,	48,844.89
Total net receipts (beyond expenses) of office,	$442,227.74

CONCLUSION.

It is especially gratifying to the Commissioner to be able to report, after a year of unusual conflagrations, resulting in a depletion of the surplus of a number of foreign companies, and in some instances a call on stockholders to repair capital, that the companies of this State are in a healthy and sound financial condition. As heretofore noted, the fire companies of this State had at risk, December 31, 1889, $1,442,900,962; their income was $13,331,326.72; and expenses, exclusive of dividends, $11,208,587.29. They paid, in dividends, $1,543,500. The surplus over and above all liabilities, on policy-holders' account, was $20,594,779.98—a munificent sum to meet future demands. The sound financial condition of these companies should not be attributed to mere luck, but rather to a conservative management in conducting their

affairs, by men educated to the business, through a long course of training in every department.

The Commissioner takes a pardonable pride in presenting this report at an earlier date than heretofore. It was only rendered possible by the efficiency and unremitting efforts of the assistants in this department. Condensed statements of the condition and transactions of fire, fire and marine, casualty, and fidelity companies transacting business in this State, may be found in the following pages.

Respectfully submitted,

ORSAMUS R. FYLER,

Insurance Commissioner.

HARTFORD, February 12, 1890.

FIRE AND FIRE & MARINE

INSURANCE COMPANIES

OF THIS STATE.

ABSTRACTS COMPILED FROM THEIR ANNUAL STATEMENTS, SHOWING THEIR CONDITION ON THE 31ST DAY OF DECEMBER, 1889.

ÆTNA INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, August, 1819.

JOTHAM GOODNOW, *President.* A. C. BAYNE, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$5,000,000.00
Whole amount of capital actually paid up in cash,	4,000,000.00

II. ASSETS.

Value of real estate owned by the Company unincumbered,		$345,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		43,200.00
Interest accrued on bond and mortgage loans,		395.14
Value of lands mortgaged,	$59,000.00	
Buildings (insured for $34,000),	58,500.00	
Total,	$117,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States Currency, 6 p. c.,	$100,000.00	$127,000.00
Alabama, 3, 4, and 5 p. c.,	10,000.00	10,550.00
Georgia, 4½ p. c.,	25,000.00	27,500.00
Mississippi Certificates, 4 p. c.,	20,000.00	20,000.00
Mississippi Bonds, 6 p. c.,	11,000.00	12,650.00
New Hampshire 6 p. c.,	48,000.00	60,000.00
Rhode Island 6 p. c.,	43,000.00	47,515.00
South Carolina con. 6 p. c.,	15,000.00	15,750.00
Tennessee 6 p. c.,	31,000.00	20,770.00
COUNTY AND MUNICIPAL BONDS—		
Hartford County, Conn., 4 p. c.,	29,000.00	29,000.00
Hudson County, N. J., 6 p. c.,	10,000.00	10,500.00
Barkhamsted, Conn ,town, 6 p.c.,	5,000.00	5,000.00
Middletown, Conn., town, 6 p. c.,	59,000.00	59,000.00
Norwich, Conn., town, 7 p. c.,	100,000.00	140,000.00
Norfolk, Conn., town, 6 p. c.,	14,000.00	14,000.00
Pawtucket, R. I., town, 7 p. c.,	100,000.00	120,000.00
Windsor Locks, Ct., town, 6 p. c.,	20,000.00	22,000.00
Bloomington, Ill., city, 8 p. c.,	20,000.00	22,000.00
Boston, Mass., city, 6 p. c.,	50,000.00	58,500.00

	Par Value.	Market Value.
Brooklyn, N. Y., city, 6 p. c., ..	9,000.00	10,530.00
Buffalo, N. Y., city, 7 p. c., ...	50,000.00	65,000.00
Cleveland, Ohio, city, 7 p. c.,...	25,000.00	28,250.00
Cincinnati, O., city water, 7 p. c.,	50,000.00	55,000.00
Chicago, Ill., city, 7 p. c , ...	31,000.00	35,650.00
Corry, Pa., city, 6 p. c.,.....	10,000.00	10,000.00
Detroit, Mich., city, 7 p. c.....	30,000.00	33,000.00
E. Saginaw, Mich., city, 6 p. c.,.	12,000.00	12,000.00
Fort Wayne, Ind., city, 6 p. c., .	25,000.00	28,750.00
Glenville, O., village, 6 p. c., ...	22,000.00	24,640.00
Hamilton, O., city gas wks., 5 p.c.,	25,000.00	26,250.00
Hartford, Conn., city, 6 p. c.,...	111,000.00	122,100.00
Indianapolis, Ind., city, 7 3/10 p. c.,	50,000.00	57,500.00
Jersey City, N. J., city, 6 p. c.,..	15,000.00	15,450.00
Kansas City, imp. city, 7 p. c.,..	10,000.00	10,700.00
Lockport, N. Y., city, 7 p. c.,...	25,000.00	30,500.00
Montreal, Can., cor. stock, 6 p. c.,	19,000.00	21,280.00
Montreal, Can., cor. bonds, 6 p.c.,	4,000.00	4,000.00
Newark, N. J., city, 7 p. c., ...	50,000.00	58,500.00
New Brunsw'k, N. J., city, 7 p.c.,	20,000.00	21,000.00
New Brunsw'k, N.J., water, 7 p.c.,	9,000.00	10,170.00
Ottumwa, Ia., city, 5 p. c.,.....	13,000.00	13,000.00
Providence, R. I., city, 6 p. c.,..	50,000.00	60,000.00
Rahway, N. J., city, 7 p. c.,....	45,000.00	11,250.00
Richmond, Va., city, 5 p. c.,....	11,300.00	11,865.00
Richmond, Va., city, 6 p. c.,....	32,750.00	39,300.00
Rochester, N. Y., city, 7 p. c.,..	25,000.00	28,750.00
St. Louis, Mo., city gold, 5 p. c.,	50,000.00	55,000.00
Toledo, O., city special, 7 3/10 p. c.,	13,000.00	15,730.00
Toledo, O., city water, 8 p. c....	5,000.00	5,500.00
Ind. S. D., Blakesbu'g, Ia., 6. p. c.,	1,500.00	1,500.00
Ind. S. D., Chelsea, Ia., 5½ p. c.,.	1,500.00	1,500.00
Ind. S. D., Ottumwa, Ia., 5 p. c.,	15,000.00	15,000.00
Ind. S. D., State Center, Ia., 5 p.c.,	8,000.00	8,000.00
N.E.S.D., Hartford, Conn., 4 p.c.,	20,000.00	20,000.00
S. D., No. 2, Enfield, Conn., 4½ p.c.,	4,000.00	4,000.00
S.D., 24, Woodbridge, N. J., 6 p.c.,	12,000.00	12,600.00
Ill., Mason & Tazewell D.D., 7p.c.,	9,000.00	9,900.00
RAILROAD BONDS—		
Alb'y & Susq. 1st con.g.m., 7 p.c.,	50,000.00	66,500.00
Alb'y & Susq. 1st con., 6 p. c.,...	50,000.00	61,500.00
Alabama Central, gold, 6 p. c.,..	25,000.00	28,750.00
Atch., Col. & Pac., 1st m., 6 p. c.,	50,000.00	52,500.00
Buffalo & Erie (new), 7 p. c., ...	46,000.00	54,280.00
Canadian Pac., land grant, 5 p. c.,	89,000.00	97,900.00
C., C., C., & I., s. f. 1st m., 7 p. c.,	25,000.00	30,000.00
C., C., C. & I., 1st con., 7 p. c., .	60,000.00	80,400.00
Clev., Painsville & Ashta., 7 p. c.,	32,000.00	33,600.00
Chic., Burl. & Quincy, con., 7 p.c.,	75,000.00	97,500.00

	Par Value.	Market Value.
Chic., Burl. & Quincy, 4 p. c.,..	50,000.00	46,500.00
Ch., M. & St. P. (C. & M. Div.), 1st m., 7 p. c.,.....	75,000.00	96,000.00
Ch., M. & St. P. (H. & D. Div.), 1st m., 7 p. c.,.....	25,000.00	31,000.00
Ch., M. & St. P. (Ia. & M. Div.), 1st m., 7 p. c., ...	10,000.00	12,000.00
Ch., M. & St. P. (Ia. & D. Div.), ex. 1st m., 7 p. c.,.....	10,000.00	12,700.00
Ch., M. & St. P. (Dubuque Div.), 1st m., 6 p. c., ...	25,000.00	30,750.00
Ch., M. & St. P. (S. Minn. Div.), 1st m., 6 p. c.,.....	50,000.00	62,500.00
Ch. & Northwestern, Madison ex., m., 7 p. c.,.....	30,000.00	39,900.00
Ch. & Northw'n, s. f. m., 6 p. c.,	25,000.00	29,000.00
Ch. & Northwestern, gen. consol, gold m., 7 p. c.,.....	50,000.00	62,500.00
Ch. & Northwest'n, con. s. f. m., 7 p. c.,.....	50,000.00	72,000.00
Ch., R. I. & Pac., m., 6 p. c.,...	60,000.00	81,600.00
Ch., R. I. & Pac., m., 5 p. c.,...	100,000.00	107,000.00
Ch. & West Indiana, m., 6 p. c.,	44,000.00	49,720.00
Cin., H. & D., con. s. f. m., 7 p. c.,	32,000.00	40,000.00
Columbus & Xenia, m., 7 p. c.,.	50,000.00	50,000.00
Columbus & Toledo, 2d m.,7 p.c.,	14,000.00	15,680.00
Dayton & Western, m., 6 p. c.,..	28,000.00	31,640.00
Del. & Hud. Can. Co., m., 7 p. c.,	30,000.00	33,900.00
Del. & Hud. Can. Co. (Pa. Div.), m., 7 p. c.,.....	25,000.00	35,500.00
Har. R. & P. C. 1st m., 7 p. c.,..	100,000.00	136,000.00
Har. R. & P. C. 1st m., 6 p. c.,..	50,000.00	60,000.00
Iowa Midland, 1st m., 8 p. c.,...	25,000.00	32,500.00
Jackson, L. & S. m., 6 p. c.,....	25,000.00	25,750.00
Jackson, L. & S. m., 8 p. c.,....	32,000.00	33,600.00
Kansas Pac., 1st con., 6 p. c.,...	25,000.00	28,500.00
Keokuk & Des M. 1st m., 5 p. c.,	40,000.00	42,000.00
Lake Shore m., 7 p. c., ...	30,000.00	36,600.00
L. S. & M. So. 1st con., 7 p. c.,..	15,000.00	18,000.00
L. S. & M. So. 2d con., 7 p. c.,..	80,000.00	99,200.00
La. & Mo. Riv. 1st m., 7 p. c., ..	25,000.00	31,250.00
Mem.& Charleston 1st con., 7 p.c.,	25,000.00	31,250.00
Mahoning coal, 5 p. c.,.....	30,000.00	33,000.00
Michigan Central 2d m., 7 p. c.,	50,000.00	62,500.00
M. & St. L. (Ia. ex.) 1st m., 7 p.c.,	25,000.00	21,500.00
Minneapolis Union gold, 6 p. c.,.	50,000.00	58,500.00
Morris & Essex 1st m., 7 p. c.,..	25,000.00	36,500.00
Morris & Essex 2d m., 7 p. c.,...	25,000.00	26,750.00
Morris & Essex 1st con., 7 p. c.,.	110,000.00	156,200.00

	Par Value.	Market Value.
New York Central, 5 p. c.,	37,000.00	38,110.00
N. Y. C. & H. R. 1st m., 7 p. c.,	175,000.00	232,750.00
N. Y. & Harlem 1st m., 7 p. c.,	10,000.00	12,700.00
N. Y., L. E. & W. 1st con. gold, 7 p. c.,	45,000.00	61,650.00
N. Y. & N. E. 1st m., 7 p. c.,	50,000.00	63,500.00
North Western Union, 7 p. c.,	25,000.00	33,500.00
Oswego bridge, 6 p. c.,	50,000.00	60,000.00
Ohio & West Virginia, 7 p. c.,	26,000.00	29,640.00
P., Ft. W. & Ch. 1st m., 7 p. c.,	75,000.00	109,500.00
P., Ft. W. & Ch. 2d m., 7 p. c.,	81,000.00	115,020.00
P., Ft. W. & Ch. 3d m., 7 p. c.,	40,000.00	56,000.00
St. P., M. & M. 1st m., 7 p. c.,	16,000.00	18,880.00
St. P. & Northern Pacific 1st gold m., 6 p. c.,	50,000.00	60,000.00
St. P. & S. C. 1st gold m., 6 p. c.,	20,000.00	24,400.00
St. L. & Iron M. 1st m., 7 p. c.,	10,000.00	10,500.00
Vermont Valley 5 p. c.,	50,000.00	52,500.00
West Shore 1st m., 4 p. c.,	50,000.00	53,000.00
RAILROAD STOCKS—		
Albany & Susquehanna,	50,000.00	82,500.00
Central Ohio,	7,500.00	7,500.00
Cleveland & Pittsburgh,	50,000.00	78,500.00
Chicago, Burlington & Quincy,	22,000.00	23,760.00
Chicago, Rock Island & Pacific,	22,000.00	21,560.00
Connecticut River,	30,000.00	62,400.00
Connecticut & Passumsic River,	50,000.00	57,500.00
Dayton & Michigan, preferred,	15,000.00	24,000.00
Ft. Wayne & Jackson, preferred,	40,000.00	46,400.00
Joliet & Chicago,	10,000.00	15,000.00
Kalamazoo, Allegan & Gr. Rap.,	20,000.00	22,700.00
Keokuk & Des Moines, preferred,	20,000.00	3,400.00
Morris & Essex,	50,000.00	75,000.00
N. Y. Central & Hudson River,	80,000.00	86,400.00
New York & Harlem,	25,000.00	62,500.00
N. Y., New Haven & Hartford,	120,000.00	294,000.00
Pittsburgh, Ft. Wayne & Chicago,	75,000.00	117,750.00
Peoria & Bureau Valley,	15,000.00	25,050.00
Rensselaer & Saratoga,	20,000.00	38,000.00
Valley (New York),	20,000.00	20,000.00
BANK STOCKS—		
Ætna National, Hartford, Conn.,	20,000.00	21,800.00
American National, "	10,000.00	14,000.00
Charter Oak Nat., "	40,000.00	42,800.00
City, "	16,000.00	16,800.00
Ct. Riv. Bank. Co., "	7,500.00	7,500.00
Farm. & Mech. Nat., "	33,700.00	37,070.00
First National, "	20,000.00	21,600.00
Hartford National, "	100,000.00	157,000.00

	Par Value.	Market Value.	
Nat. Exchange, Hartford, Conn.,	27,500.00	35,750.00	
Phœnix National, "	100,000.00	128,000.00	
State, "	55,000.00	51,760.00	
American Exch. Nat., N.Y.City,	40,000.00	65,600.00	
B'k of the Manhattan Co., "	20,000.00	38,400.00	
B'k of N. Y. N'l B'k Ass'n, "	30,000.00	73,200.00	
Bank of North America, "	14,000.00	26,600.00	
Hanover National, "	10,000.00	33,500.00	
Import. & Traders' Nat., "	30,000.00	163,500.00	
Market & Fulton " "	10,000.00	21,700.00	
Merchants " "	35,000.00	56,000.00	
Merchants Exchange Nat., "	6,000.00	7,200.00	
Mechanics National, "	30,000.00	63,000.00	
Metropolitan " "	40,000.00	5,600.00	
Nassau, "	10,000.00	16,000.00	
Nat. Bank of Commerce, "	50,000.00	100,000.00	
Nat. Bank of the Republic, "	15,000.00	26,250.00	
Nat. Butch. & Drovers, "	7,500.00	14,250.00	
National City, "	10,000.00	50,000.00	
Phenix National, "	6,000.00	8,400.00	
Peoples, "	5,000.00	11,250.00	
Third National, "	10,000.00	12,500.00	
Farm. & Mech. Nat., Phila., Pa.,	25,000.00	40,500.00	
First National, Albany, N. Y.,..	10,000.00	19,000.00	
Merchants Nat., St. Louis, Mo.,	5,000.00	5,250.00	
Mechanics, St. Louis, Mo.,.....	20,000.00	24,000.00	
New Britain Nat., New Brit., Ct.,	10,000.00	16,000.00	
Am. Loan & Trust Co., N.Y.City,	20,000.00	24,400.00	
Central Trust Company, "	10,000.00	85,000.00	
Holland " "	10,000.00	22,400.00	
Metropolitan " "	10,000.00	23,500.00	
N.Y. Life Ins. & Trust Co., "	15,000.00	100,500.00	
United States Trust Co., "	10,000.00	74,000.00	
Union " "	10,000.00	65,000.00	
MISCELLANEOUS—			
Atlantic Dock Co. 5 p. c. bonds,	31,000.00	34,100.00	
Loan & Guar. Co. of Ct. 6 p. c. bds,	10,000.00	10,000.00	
Atlantic Mutual Ins. Co., scrip,	40,240.00	40,240.00	
Connecticut River Co. stock,....	5,000.00	1,000.00	
Northwest Telegraph Co.,.....	25,000.00	25,000.00	
Cham. of Com. Chic. safety vault bonds, 5 p. c.,.....	35,000.00	36,750.00	
Cent. safety dep. bds, Chic., 5 p.c.,	25,000.00	25,750.00	
Tacoma " " " " 6 p.c.,	25,000.00	27,500.00	
Totals,.....	$6,410,990.00	$8,549,750.00	8,549,750.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned
Sec'd Nat. Bank, Springfield, Mass.,	$700	$1,050.00	$ 540
Nat. B'k of Commerce, New York,	2,500	5,000.00	3,600
Mechanics Nat. Bank, "	625	1,312.50	
Chicago, Bur. & Quincy R. R. Co.,	300	324.00	2,430
Union Pacific R. R. Co.,	1,800	1,404.00	
Atchison, Topeka & S. F. R. R. Co.,	1,100	363.00	
National New Haven Bank,	200	316.00	
N. Y. & New Jersey Telephone Co.,	1,000	850.00	
Totals,	$8,225	$10,619.50	$6,570

	6,570.00
Cash in Company's principal office,	11,214.39
Cash in bank,	702,393.40
Interest due and accrued on collateral loans and deposits,	539.25
Gross premiums in due course of collection,	412,447.47
Assets of the Company at their actual value,	$10,071,509.65

III. LIABILITIES.

Losses adjusted and unpaid,	$33,948.40	
Losses reported and unadjusted,	163,153.07	
Losses resisted,	5,713.55	
Gross amount of unpaid losses,	$202,815.02	
Deduct reinsurance,	2,583.33	
Net amount of unpaid losses,		$200,231.69
Unearned premiums on risks, one year or less,	$898,161.41	
Unearned premiums on risks, more than one year,	1,150,783.07	
Unearned premiums on inland navigation risks,	17,536.86	
Unearned premiums as computed above,		2,066,481.34
Reclaimable on perpetual fire policies,		24,217.84
Due for salaries, rent, advertising, etc.,		500.00
Commissions and brokerage,		56,723.40
Return premiums,		22,689.37
Special deposits in other States and country in excess of present liabilities therein,		190,882.77
Total liabilities, except capital and surplus,		$2,561,726.41
Capital stock,		4,000,000.00
Surplus beyond all liabilities,		3,509,783.24
Total liabilities, including capital and surplus,		$10,071,509.65

IV. INCOME DURING THE YEAR.

	Fire.	Inland.	
Premiums received in cash,	$3,035,248.37	$165,682.03	
Deduct reinsurance, rebate, abatements, and return premiums,	300,493.97	26,973.39	
Actual cash premiums,	$2,734,754.40	$138,708.64	$2,873,463.04
Interest on mortgages of real estate,			2,333.76
Interest on loans and bonds and dividends on stock,			418,543.66
Rents,			6,433.10
Deposit premiums received from perpetual risks,		$2,325.13	
Actual cash income,			$3,300,773.56

V. EXPENDITURE DURING THE YEAR.

	Fire.	Inland.	
Amt. pd. for losses (inc. $170,156.32 occurring in previous years),	$1,540,928.41	$93,914.63	$1,634,843.04
Cash dividends,			720,000.00
Commissions and brokerage,			458,198.12
Salaries and fees,			177,057.31
Taxes,			51,510.59
All other payments,			223,934.23
Deposit premiums returned during the year,	$428.00		
Actual cash expenditure,			$3,265,543.29

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$314,724,647	$3,728,741.41
Written or renewed during the year (including perpetual),	252,520,637	3,037,695.87
Totals,	$567,245,284	$6,766,437.28
Deduct those expired and marked off,	227,042,985	2,696,690.70
In force at the end of the year,	$340,202,299	$4,069,746.58
Deduct amount reinsured,	8,763,064	109,326.95
Net amount in force,	$331,439,235	$3,960,419.63

	Inland.	Premiums.
In force at the end of the year,	$1,363,613	$35,073.73

Recapitulation of Fire Risks and Premiums (including Perpetual).

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$137,597,118	$1,796,322.82	1-2	$898,161.41
1888....	Two years,	4,076,507	39,854.40	1-4	9,966.06
1889....		4,632,923	46,609.56	3-4	34,957.17
1887....	Three years,	35,349,835	363,257.49	1-6	60,542.91
1888....		38,275,218	394,926.90	1-2	197,463.45
1889....		46,779,901	485,915.42	5-6	404,929.50
1886....	Four years,	1,903,322	22,062.21	1-8	2,757.77
1887....		2,514,707	25,964.24	3-8	9,736.59
1888....		2,384,585	26,629.12	5-8	16,643.20
1889....		2,554,306	28,628.91	7-8	25,050.27
1885....	Five years,	7,770,787	99,754.92	1-10	9,975.49
1886....		9,930,182	128,027.58	3-10	38,408.27
1887....		11,339,912	147,507.86	1-2	73,753.93
1888....		11,438,019	149,602.05	7-10	104,721.14
1889....		13,858,513	179,863.69	9-10	161,877.32
.....	Perpetual,	1,041,100	25,492.46	.95	24,217.84
Totals,		$331,439,235	$3,960,419.63	...	$2,073,162.32

Premiums received since the organization of the company,...	$110,104,261.78
Losses paid since the Company organized,.....	64,681,325.89
Cash dividends paid stockholders,.....	17,873,365.00
Stock dividends declared, ...	2,805,000.00
Stock owned by directors at par value,.....	233,700.00
Loaned to stockholders not officers,.....	26,570.00
Losses incurrred during the year (fire, $1,566,366.88; inland, $81,029.42).....	1,647,396.30

Special deposits elsewhcre for the exclusive protection of policy-holders there:

State or Country.	Value of Deposit.	Total liabilities therein.	Excess of Deposit.
Canada,.....	$123,180.00	$53,686.40	$69,493.60
Georgia,.....	27,500.00	20,652.13	6,847.87
Mississippi,.....	26,350.00	16,786.80	9,563.20
Oregon,.....	63,500.00	5,123.29	58,376.71
Virginia,.....	51,165.00	4,563.61	46,601.39
Totals,.....	$291,695.00	$100,812.23	$190,882.77

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$12,227,285.00
Premiums received, ...	101,030.89
Losses paid,.....	49,494.48
Losses incurred,.....	48,974.20

CONNECTICUT FIRE INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, July, 1850.

JOHN D. BROWNE, *President.* CHARLES R. BURT, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantec capital authorized,..	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$87,550.00
Loans on bonds and mortgages (first liens), not more than one year's interest due, ...		724,000.00
Value of lands mortgaged,.....	$955,725.00	
Buildings (insured for $705,350), ...	902,200.00	
Total, ...	$1,857,925.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
GOVERNMENT AND STATE BONDS—		
U. S. Registered 4 p. c. consols,	$85,000.00	$107,100.00
Dominion of Canada, 4 per cent.,	100,000.00	105,000.00
State of Georgia, 4½ per cent.,	25,000.00	27,500.00
COUNTY AND MUNICIPAL BONDS—		
City of Hartford,	15,000.00	15,750.00
City of New Britain,	15,000.00	15,750.00
City of Middletown, 7s,	10,000.00	10,600 00
City of Middletown, 6s,	10,000.00	10,600.00
City of Toledo, Ohio,	10,000.00	10,500.00
City of Erie, Pennsylvania,	10,000.00	10,300.00
Cass County, Dakota,	13,000.00	13,000.00
Wapello County, Iowa,	10,000.00	10,000.00
Coffey County, Kansas,	10,000.00	10,000.00
RAILROAD BONDS—		
Michigan Central,	20,000.00	25,000.00
Quincy, Alton & St. Louis,	49,000.00	49,000.00
N. Y., N. H. & H. guaranteed,	40,000.00	50,800.00
Broadway & Seventh Avenue,	20,000.00	21,200.00
Dayton & Michigan,	25,000.00	26,750.00
Chicago, Burlington & Quincy,	7,000.00	6,440.00
Det., Lans & North'n guarant'd,	2,000.00	2,000.00
G. R., Detroit & Lans. guarant'd,	3,000.00	3,000.00
New York & New England,	50,000.00	55,000.00
RAILROAD STOCKS—		
Chicago, Burlington & Quincy,	69,000.00	73,140.00
Chicago & Northwestern,	15,000.00	16,650.00
N. Y., New Haven & Hartford,	24,000.00	57,600.00
Pittsb'g, Ft. Wayne & Chicago,	30,000.00	45,000.00
Boston & Albany,	11,400.00	23,940.00
N. Y. C. & H. R.,	30,000.00	32,100.00
Det., Lans. & North'n, preferred,	20,000.00	8,000.00
Chicago, Rock Island & Pacific,	22,000.00	21,340.00
BANK STOCKS—		
Imp. & Tra. Nat. B'k, N. Y.,	31,000.00	155,000.00
Farm's & Mech's Nat., Hartford,	12,500.00	12,750.00
National Exchange, "	20,600.00	24,720.00
Hartford National, "	30,000.00	45,000.00
First National, "	18,500.00	19,055.00
Ætna National, "	10,000.00	10,500.00
Phœnix National, "	15,000.00	18,000.00
Charter Oak National, "	9,300.00	9,486.00
Mercantile National, "	10,000.00	8,500.00
Ct. Tr't & Safe Dep't. Co., "	4,500.00	6,300.00
First Nat., Minneapolis, Minn.,	16,700.00	23,380.00
Second Nat., New Haven, Conn.,	2,200.00	2,970.00

	Par Value.	Market Value.	
MISCELLANEOUS—			
Tiffin, Ohio, Gas Company,.....	14,000.00	14,000.00	
Minneapolis Gas Light Company,	25,000.00	26,250.00	
Tra. Safe & Tr't Co., Chicago,..	10,000.00	10,000.00	
Northwestern Tel. Co., bonds,..	10,000.00	11,250.00	
" " st'k (guar.),	25,000.00	25,000.00	
Helena, Montana, sewerage,.....	17,000.00	17,595.00	
Central Safety Dep. Co., Chicago,	25,000.00	25,625.00	
Cham. of Com. Safety Vault Co., Chicago,.....	10,000.00	10,200.00	
Totals,.....	$1,066,700.00	$1,338,641.00	1,338,641.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Union S. Y. & T. Co's stk., Chi.,	$6,000	$7,200	$4,300	
Collins Co's Stock, Hartford,....	2,000	1,700		
Totals,.....	$8,000	$8,900	$4,300	4,300.00
Cash in Company's principal office,.....				501.19
Cash in bank,.....				92,883.33
Gross premiums in due course of collection,.....				127,817.47
Assets of the Company at their actual value,.....				$2,375,692.99

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted,.....	$67,697.62	
Losses resisted,.....	12,576.43	
Gross amount of unpaid losses,.....		$80,274.05
Unearned premiums on risks, one year or less,...	$372,279.45	
Unearned premiums on risks, more than one year,	372,884.53	
Unearned premiums as computed above,.....		745,163.98
Commissions and brokerage,.....		28,000.00
Special deposits in other States and country, in excess of present liabilities therein,.....		159,000.00
Total liabilities, except capital and surplus,.....		$1,012,438.03
Capital stock,.....		1,000,000.00
Surplus beyond all liabilities,.....		363,254.96
Total liabilities, including capital and surplus,.....		$2,375,692.99

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$1,275,442.56	
Deduct reinsurance, rebate, abatement, and return premiums,.....	205,911.52	
Actual cash premiums,.....		$1,069,531.04
Interest on mortgages of real estate,.....		37,574.54
Interest on loans and bonds and dividends on stocks,.....		60,698.01
Actual cash income,.....		$1,167,803.59

V. EXPENDITURE DURING THE YEAR.

Amt. pd. for losses (inc. $85,287.54 occurring in previous year),	$664,420.16
Cash dividends,	80,000.00
Commissions and brokerage,	182,261.34
Salaries and fees,	95,431.34
Taxes,	24,875.51
All other payments,	84,324.51
Actual cash expenditure,	$1,131,312.86

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$109,120,083	$1,338,402.58
Written or renewed during the year,	104,121,663	1,275,442.56
Totals,	$213,241,746	$2,613,845.14
Deduct those expired and marked off,	97,843,904	1,182,121.80
Net amount in force,	$115,397,842	$1,431,723.34

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$56,006,346	$744,558.90	1-2	$372,279.45
1888....	Two years,	193,706	1,768.06	1-4	442.01
1889....		166,091	1,775.92	3-4	1,331.94
1887....	Three years,	11,478,970	123,793.82	1-6	20,632.30
1888....		13,121,546	140,000.69	1-2	70,000.35
1889....		14,453,151	158,659.65	5 6	131,816.37
1886....	Four years,	117,380	1,142.63	1-8	142.83
1887....		169,353	1,478.28	3-8	554.36
1888....		220,289	2,135.83	5-8	1,334.90
1889....		223,479	2,300.91	7-8	2,013.30
1885....	Five years,	2,855,420	36,068.82	1-10	3,606.88
1886....		2,790,199	38,308.10	3-10	11,492.43
1887....		3,924,105	51,767.20	1-2	25,883.60
1888....		4,466,295	57,674.04	7-10	40,371.82
1889....		5,211,512	70,290.49	9 10	63,261.44
Totals,		$115,397,842	$1,431,723 34	...	$745,163.98

Premiums received since the reorganization of the Company,	$11,161,200.48
Losses paid since the Company reorganized,	6,273,713.26
Cash dividends paid stockholders,	1,505,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	61,700.00
Loaned to stockholders not officers,	6,900.00
Loaned to directors,	8,300.00
Losses incurred during the year,	634,878.89

Special deposits elsewhere for the exclusive protection of policy-holders there —

State or Country.	Val. of Deposit.	Total liabilities therein.	Excess of Deposit.
Oregon,	$50,000	$9,900	$40,100
Canada,	100,000	29,200	70,800
Virginia,	44,100	9,500	34,600
Georgia,	25,000	11,500	13,500
Totals,	$219,100	$60,100	$159,000

Business in Connecticut, 1889.

Fire risks taken (no inland),	$4,105,896.00
Premiums received;	38,595.42
Losses paid,	13,746.68
Losses incurred,	13,522.25

HARTFORD FIRE INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, August, 1810.

GEO. L. CHASE, *President.* P. C. ROYCE, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$3,000,000.00
Whole amount of capital actually paid up in cash,	1,250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$603,675.60
Loans on bond and mortgage (first liens), not more than one year's interest due,		1,135,143.07
Interest due and accrued on bond and mortgage loans,		20,706.62
Value of lands mortgaged,	$1,250,000.00	
Buildings (insured for $864,223),	1,435,175.00	
Total,	$2,685,175.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS —		
United States bonds, 4½ p. c.,	$130,000.00	$136,500.00
Alabama bonds, 4 p. c.,	10,000.00	10,600 00
South Carolina bonds, 6 p. c.,	14,500.00	15,297.50
Minnesota bonds, 4½ p. c.,	3,000.00	3,000.00

	Par Value.	Market Value.
COUNTY AND MUNICIPAL BONDS—		
Toledo, O., water works, 8 p. c.,	20,000.00	23,100.00
Memphis City,	900.00	900.00
New Brunsw'k, N.J., city, 7 p.c.,	45,000.00	48,600.00
Pawtucket, R. I., town, 7 p. c.,	75,000.00	90,000.00
Dubuque, Iowa, city, 6 p. c.,	25,000.00	28,000.00
Richmond, Va., city, 4 p. c.,	50,000.00	51,250.00
RAILROAD BONDS—		
Har. R. & P. C. (guar. by N. Y., N. H. & H.), 7 p. c.,	50,000.00	68,000.00
Chicago & W. Indiana, 6 p. c.,	83,000.00	96,280.00
Ch. & W. Ind. gen. m., 6 p. c.,	60,000.00	72,000.00
Minneapolis Union, 6 p. c.,	50,000.00	55,000.00
C., C., C. & Ind. Con., 7 p. c.,	8,000.00	10,720.00
C., C., C. & Ind. sink. f., 7 p. c.,	26,000.00	31,200.00
Nash. & Decatur 1st m., 7 p. c.,	50,000.00	61,000.00
Indianapolis & Vinc., 7 p. c.,	32,000.00	37,760.00
Chicago & Northw'n deb., 5 p. c.,	50,000.00	53,000.00
Alb. & Susq. 1st. mort., 6 p. c.,	50,000.00	61,500.00
Northern Pacific 1st m., 6 p. c.,	65,000.00	76,050.00
N. Y. C. & H. R. deb., 5 p. c.,	50,000.00	55,500.00
West Shore 1st mort., 4 p. c.,	100,000.00	106,500.00
Chicago, Bur. & Q., deb., 5 p. c.,	50,000.00	52,437.00
N. Y. & N. E., 7 p. c.,	50,000.00	63,500.00
City of Indianapolis Belt, 6 p. c.,	74,000.00	80,660.00
P., Cin. & St. L. Cons., 7 p. c.,	75,000.00	88,500.00
Louisv'e, Frank. & Lex., 7 p. c.,	50,000.00	56,250.00
Cin., Ind., St. L. & Ch., 6 p. c.,	30,000.00	33,600.00
Det., Lans., & N. Con., 7 p. c.,	50,000.00	53,000.00
Jefferson, 5 p. c.,	50,000.00	52,000.00
Dayton & Michigan, 5 p. c.,	50,000.00	53,000.00
St. L. & San F. R. & Land, 6 p. c.,	50,000.00	56,250.00
N. Y., L. E. & W. (1st l.), 6 p. c.,	20,000.00	21,000.00
RAILROAD STOCKS—		
Connecticut River,	2,000.00	4,160.00
New York, New Haven & Hart.,	95,500.00	233,975.00
Chicago, Burlington & Quincy,	66,000.00	70,950.00
Chicago, Rock Island & Pacific,	22,000.00	21,450.00
Chicago & Northwestern, pref.,	20,000.00	28,600.00
Chicago & Northwestern,	50,000.00	55,687.50
Chicago, Milwaukee & St. Paul,	40,000.00	28,150.00
Chic., Milwaukee & St. P., pref.,	37,000.00	42,550.00
Union Pacific,	20,000.00	13,600.00
Conn. & Passumpsic Riv., guar.,	100,000.00	105,000.00
New York Central & Hud. Riv.,	50,000.00	54,125.00
BANK STOCKS—		
Hartford National, Hartford,	55,600.00	83,400.00
Phœnix National, "	46,700.00	58,375.00

	Par Value.	Market Value.	
Conn. Riv. Banking Co., Hartford,	5,000.00	4,900.00	
Farm. & Mech. Nat., "	12,200.00	13,054.00	
City, "	16,600.00	16,600.00	
American National, "	15,000.00	19,500.00	
Charter Oak National, "	20,000.00	21,000.00	
Mercantile National, "	15,000 00	12,900.00	
First National, "	17,200.00	18,404.00	
Ætna National, "	31,500.00	34,335.00	
National Exchange, "	2,000.00	2,500.00	
Conn. T. & S. D. Co., "	23,000.00	33,350.00	
Bank of America, New York,	30,000.00	61,500.00	
Bank of N. America, "	7,000.00	13,370.00	
Nat. Bk. of Commerce, "	10,000.00	19,800.00	
Am. Exchange Nat., "	20,000.00	33,000.00	
Imp. and Trad. Nat., "	30,000.00	166,500.00	
Manhattan Company, "	10,000.00	19,300.00	
Merchants' National, "	16,700.00	27,054.00	
Metropolitan National, "	22,500.00	3,150.00	
Atlantic National, Boston,	3,900.00	5,499.00	
Blackstone National, "	10,600.00	11,872.00	
Boylston National, "	12,500.00	17,041.67	
Hide and Leather Nat., "	2,400.00	2,928.00	
National Bank of Com., "	3,200.00	4,128.00	
First National, "	10,000.00	24,500.00	
Second National, "	10,900.00	19,111.33	
First National, Albany,.....	5,000.00	8,750.00	
Bank of Montreal, Montreal,....	30,000.00	67,800.00	
Ontario Bank, Bowmanville,....	6,500.00	8,710.00	
MISCELLANEOUS—			
Connecticut River Company,....	10,000.00	3,000.00	
Northwestern Telegraph Co. stock,	25,000.00	25,000.00	
Totals,.....	$2,634,900.00	$3,320,534.00	3,320,534.00

Loans on Collateral.

	Par. Val.	Market Val.	Amt. loaned.	
Wb., St. L. & Pac. R. R. Co., 5 p.c. bds.,	$24,000	$20,160	$20,000	
Peo. & Pekin Union " " inc. "	24,000	24,000		
Ætna Fire Ins. Co. stock,.....	3,700	9,620	6,000	
Cleveland & Pitts. R. R. Co. stock,	3,000	4,680	4,000	
Wells Fargo Express Co., "	2,000	2,760		
Totals, ...	$56,700	$61,220	$30,000	30,000.00

Cash in Company's principal office,.....	6,622.79
Cash in bank,.....	558,533.43
Interest due and accrued on collateral loans and bank deposits,	1,101.67
Gross premiums in due course of collection,.....	448,028.97
Rents due and accrued,.....	2,459.14
State tax due from non-resident stockholders,.....	15,649.20
Assets of the Company at their actual value,.....	$6,142,454.49

III. LIABILITIES.

Losses adjusted and unpaid,	$70,353.15	
Losses reported and unadjusted,	105,024.47	
Losses resisted,	26,177 51	
Gross amount of unpaid losses,		$201,555.13
Unearned premiums on risks, one year or less,	$930,545.53	
Unearned premiums on risks, more than one year,	1,266,775.08	
Unearned premiums as computed above,		2,197,320.61
Commissions and brokerage,		37,500.00
Special deposits in other States and country in excess of present liabilities therein,		105,140.15
Total liabilities except capital and surplus,		$2,541,515.89
Capital stock,		1,250,000.00
Surplus beyond all liabilities,		2,350,938.60
Total liabilities, including capital and surplus,		$6,142,454.49

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$3,262,324.00	
Deduct reinsurance, rebate, abatement, and return premiums,	440,985.18	
Actual cash premiums,		$2,821,338.82
Interest on mortgages of real estate,		64,555.64
Interest on loans and bonds and dividends on stocks,		156,233.51
Rents,		17,405.56
Actual cash income,		$3,059,533.53

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $196,111.00 occurring in previous years),	$1,757,550.37	
Deduct re insurance,	133,180.22	
Net amount paid for losses,		$1,624,370.15
Cash dividends,		250,000.00
Commissions and brokerage,		459,774.43
Salaries and fees,		199,143.89
Taxes,		55,835.47
All other payments,		215,430.47
Actual cash expenditure,		$2,804,554.41

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$315,775,414	$4,014,102.97
Written or renewed during the year,	262,433,849	3,262,323.70
Totals,	$578,209,263	$7,276,426.67
Deduct those expired and marked off,	221,874,425	2,864,735.18
In force at the end of the year,	$356,334,838	$4,411,691.49
Deduct amount reinsured,	10,760,093	181,281.41
Net amount in force,	$345,574,745	$4,230,410.08

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$136,616,503	$1,861,091.07	1-2	$930,545.53
1888....	Two years,	502,140	4,727.75	1-4	1,181.93
1889....		518,768	3,969.59	3-4	2,977.17
1887....	Three years,	37,327,635	413,747.05	1-6	68,957.83
1888....		39,826,529	445,615.84	1-2	222,807.91
1889....		52,178,978	524,786.98	5-6	437,322.49
1886....	Four years,	987,068	9,827.26	1-8	1,228.40
1887...		938,371	9,058.77	3-8	3,397.03
1888....		1,065,233	10,307.09	5-8	6,441.93
1889...		1,191,873	11,050.81	7-8	9,669.39
1885....	Five years,	11,200,190	142,273.74	1-10	14,227.39
1886...		12,692,731	164,998.79	3-10	49,499.64
1887 ...		15,040,307	192,532.50	1-2	96,266.25
1888....		15,790,959	199,914.10	7-10	139,939.86
1889....		19,697,459	236,508.74	9-10	212,857.86
Totals,		$345,574,745	$4,230,410.08	...	$2,197,320.61

Premiums received since the organization of the Company,	$58,254,675.23
Losses paid since the Company organized,	35,674,622.50
Cash dividends paid stockholders,	6,188,100.00
Stock dividends declared,	950,000.00
Stock owned by directors at par value,	181,300.00
Losses incurred during the year,	1,608,892.84

Special deposits elsewhere for the exclusive protection of policy-holders there —

State or Country.	Val. of Deposit.	Total Liabilities therein.	Excess of Deposit.
Canada,	$110,212.80	$75,074.95	$35,137.85
Georgia,	26,250.00	31,621.41	.....
Virginia,	51,250.00	21,589.20	29,660.80
Oregon,	52,500.00	12,158.50	40,341.50
Totals,	$240,212.80	$140,444.06	$105,140.15

Business in Connecticut, 1889.

Fire risks taken (no inland),	$6,897,865.00
Premiums received,	75,799.46
Losses paid,	29,310.62
Losses incurred,	30,383.44

MERIDEN FIRE INSURANCE COMPANY.

MERIDEN, CONN.

Commenced Business, February, 1872.

A. CHAMBERLAIN, *President.* E. B. COWLES, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$500,000.00
Whole amount of capital actually paid up in cash,	200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$30,600.00
Interest accrued on bond and mortgage loans,		201.01
Value of lands mortgaged,	$47,700.00	
Buildings (insured for $35,500),	45,550.00	
Total,	$93,250.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States registered 4 p. c.,	$20,000.00	$25,350.00
MUNICIPAL AND COUNTY BONDS—		
Omaha, Neb., city,	10,000.00	10,500.00
Mercer Co., Ohio,	5,000.00	5,500.00
RAILROAD BONDS—		
Danbury & Norwalk, 7 p. c.,	9,500.00	9,927.50
Danbury & Norwalk, 5 p. c.,	4,000.00	4,400.00
N. Y. & N. E., 7 p. c.,	10,000.00	12,800.00
N. Y. & N. E., 6 p. c.,	15,000.00	16,200.00
Chicago, Mill. & St. Paul, 5 p. c.,	5,000.00	5,250.00
Dayton & Michigan, 5 p. c.,	5,000.00	5,400.00
Chicago, R. I. & Pacific, 5 p. c.,	5,000.00	5,375.00
RAILROAD STOCKS—		
N. Y., New Haven & Hartford,	4,200.00	10,290.00
Chicago, Burlington & Quincy,	10,000.00	10,700.00
Delaware & Hudson,	5,000.00	7,400.00
Chicago & Northwestern,	5,000.00	5,575.00
Chicago, Mil. & St. Paul, pref'd,	10,000.00	11,450.00
Chicago, R. I. & Pacific,	5,000.00	4,887.50
Morris & Essex,	5,000.00	7,750.00

	Par Value.	Market Value.	
BANK STOCKS—			
Home National, Meriden, Conn.,	32,300.00	40,375.00	
Meriden Nat., " "	10,100.00	13,130.00	
First National, " "	24,800.00	27,900.00	
N. Britain Nat., N. Britain, "	4,500.00	6,975.00	
Mechanic's National, " "	5,000.00	5,500.00	
Phœnix National, Hartford, "	200.00	280.00	
Mercantile Nat., " "	5,000.00	4,750.00	
Southington Nat., South'n, "	3,000.00	3,030.00	
First Nat., Wallingford, "	1,500.00	1,650.00	
MISCELLANEOUS—			
Meriden Gaslight Co. stock,.....	6,500.00	11,375.00	
Adams Express Co. stock,.....	10,000.00	15,200.00	
Wells, Fargo & Co. Exp. stock,.	2,500.00	3,500.00	
Amer. Exp. Co. stock,.....	5,000.00	5,750.00	
Totals,.....	$243,100.00	$298,170.00	298,170.00
Cash in Company's principal office,.....			2,771.09
Cash in bank,.....			15,372.99
Interest due and accrued on stocks and bonds,.....			716.67
Gross premiums in due course of collection,.....			23,871.62
Due from non-resident stockholders for taxes paid,.....			103.95
Assets of the Company at their actual value,.....			$371,807.33

III. LIABILITIES.

Losses adjusted and unpaid,.....	$11,089.72	
Losses reported and unadjusted,.....	10,638.02	
Losses resisted,.....	1,050.00	
Gross amount of unpaid losses,.....	$22,777.74	
Deduct reinsurance,.....	3,810.00	
Net amount of unpaid loss,.....		$18,967.74
Unearned premiums on risks, one year or less,..	$38,565.29	
Unearned premiums on risks, more than one year,	37,308.48	
Unearned premiums as computed above,.....		75,873.77
Due for salaries, rent, advertising, etc.,.....		800.00
Commissions and brokerage,.....		2,106.94
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$97,748.45
Capital stock,.....		200,000 00
Surplus beyond all liabilities, ...		74,058.88
Total liabilities, including capital and surplus,.....		$371,807.33

IV. INCOME DURING THE YEAR.

Premiums received in cash, ...	$165,585.39	
Deduct reinsurance, rebate, abatement, and return premiums,.....	40,558.14	
Actual cash premiums, ...		$125,027.25

Interest on mortgages of real estate,	1,322.40
Interest on loans and bonds and dividends on stock,	14,146.16
From all other sources,	1,895.27
Actual cash income,	$142,391.08

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $15,128.06 occurring in previous years),	$102,253.16	
Deduct salvage and reinsurance,	20,194.16	
Net amount paid for losses,		$82,059.00
Cash dividends,		16,000.00
Commissions and brokerage,		23,355.56
Salaries and fees,		9,400.00
Taxes,		2,688.08
All other payments,		6,145.85
Actual cash expenditure,		$139,648.49

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$15,664,971	$162,139.22
Written or renewed during the year,	16,617,822	167,839.01
Totals,	$32,282,793	$329,978.23
Deduct those expired and marked off,	15,211,399	157,654.18
In force at the end of the year,	$17,071,394	$172,324.05
Deduct amount reinsured,	2,411,358	27,897.56
Net amount in force,	$14,660,036	$144,426.46

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$7,489,971	$77,130.58	1-2	$38,565.29
1888....	Two years,	.....	.....	1-4	.....
1889....					
1887....	Three years,	884,772	7,895.34	3-4	1,315.89
1888....		1,028,221	9,197.34	1-6	4,598.67
1889....		1,149,230	10,946.14	1-2	9,121.75
1886 ...	Four years,	.....	.....	5-6	.....
1887....		.....	.....	1 8	....
1888....		.....	.....	3-8	.....
1889....		.....	.....	5-8	.....
1885....	Five years,	597,779	6,209.88	7-8	620.98
1886....		504,370	5,199.59	1-10	1,559.87
1887....		767,032	7,684.74	3-10	3,842.37
1888....		1,012,368	9,488.19	1-2	6,641.73
1889....		1,226,293	10,674.69	7-10	9,607.22
Totals,		$14,660,036	$144,426.49	...	$75,873.77

Premiums received since the organization of the Company,	$2,345,650.04
Losses paid since the Company organized,	1,417,405.31
Cash dividends paid stockholders,	264,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	77,200.00
Losses incurred during the year,	85,898.80
Loaned to officers and directors,	22,500.00

Business in Connecticut, 1889.

Fire risks taken (no inland),	$3,138,300.00
Premiums received,	32,051.24
Losses paid,	14,669.79
Losses incurred,	15,710.79

NATIONAL FIRE INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, December, 1871.

JAMES NICHOLS, *President.* E. G. RICHARDS, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$1,000,000.00
Whole amount of capital actually paid up in cash,	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$50,815.97
Loans on bond and mortgage (first liens), not more than one year's interest due,		577,438.34
Loans on bond and mortgage (first liens), upon which more than a year's interest is due (of which $4,000 is in process of foreclosure),		7,000.00
Interest due and accrued on bond and mortgage loans,		9,796.96
Value of lands mortgaged,	$997,100.00	
Buildings (insured for $481,725),	794,050 00	
Total,		$1,791,150.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS —		
United States 4 p. c.,	$50,000.00	$63,500.00
MUNICIPAL BONDS —		
Hartford City (capitol),	25,000.00	28,250.00
Hartford City (water),	10,000.00	10,300.00

	Par Value.	Market Value.
New Britain City,	6,000.00	7,080.00
Cleveland City,	10,000.00	11,300.00
Detroit City,	13,000.00	16,250.00
Lincoln City,	12,000.00	12,000.00
Meriden Town,	10,000.00	10,400.00
W. Mid. School Dist., Hartford,	30,000.00	30,000.00
Helena City,	20,000.00	20,800.00
RAILROAD BONDS —		
Danbury & Norwalk,	10,000.00	10,600.00
Harlem River & Port Chester,	25,000.00	32,500.00
Erie,	20,000.00	27,200.00
Sandusky, Mansfield & Newark,	10,000.00	12,100.00
Cincinnati, Hamilton & Dayton,	15,000.00	18,300.00
Knoxville & Ohio,	20,000.00	21,600.00
Cleveland, Col., Cin. & Ind.,	35,000.00	46,550.00
Chicago & Western Indiana,	30,000.00	34,200.00
Chicago & Northwestern,	20,000.00	23,000.00
C., M. & St. P., So. Minn. Div.,	10,000 00	11,600.00
C., M. & St. P., Dubuque Div.,	10,000.00	11,400.00
C., Mil. & St. P., H. & D. Div., 5 p. c.,	10,000.00	10,400.00
C., M. & St. P., H. & D. Div., 7 p. c.,	20,000 00	24,800.00
C., M. & St. P., Mineral Pt. Div.	10,000.00	10,300.00
Chicago, Burlington & Quincy,	10,000.00	10,500.00
Louisville, New Albany & Chi.,	10,000.00	11,700.00
L. & N., N. O. & Mobile Div.,	10,000.00	11,500.00
East Tenn., Virginia & Georgia,	30,000.00	30,900.00
Hannibal & St. Joseph,	20,000.00	23,800.00
Nodaway Valley,	8,000.00	9,040.00
Kansas City, L. & S.,	10,000.00	10,000.00
Fremont, Elkhorn & Mo. V.,	5,000.00	5,750.00
St. P., Minneapolis & Manitoba,	10,000.00	11,600.00
St. Paul & Northern Pacific,	25,000.00	30,000 00
Northern Pacific & Land Grant,	30,000.00	34,800.00
N. P., Pend. d'Oreille Div.,	25,000.00	25,750.00
Union Pacific,	20,000.00	23,000.00
Oregon Railway & Navigation,	20,000.00	22,600.00
Memphis & Charleston,	20,000.00	24,800.00
Norfolk & West., Clinch V. Div.,	22,000.00	21,120.00
RAILROAD STOCKS —		
N. Y., New Haven & Hartford,	48,000.00	115,200.00
New York & Harlem,	10,000.00	24,500.00
N. Y. Central & Hudson River,	50,000.00	54,000.00
Pennsylvania,	34,350.00	36,411.00
Pittsburg, Fort Wayne & Chic.,	20,000.00	31,000.00
Cleveland & Pittsburgh,	10,000.00	15,500.00
Belt, Indianapolis,	10,000.00	10,000.00
Illinois Central,	15,100.00	17,478 00

	Par Value.	Market Value.	
Chicago, Burlington & Quincy,..	11,000.00	11,660.00	
Chicago, Rock Island & Pacific,.	33,000.00	32,340.00	
Peoria & Bureau Valley,.....	10,000.00	16,500.00	
BANK STOCKS—			
Hartford National,.....	50,900.00	77,368.00	
Phœnix National,.....	45,000.00	56,250.00	
Ætna National,.....	25,000.00	27,500.00	
Charter Oak National,.....	11,200.00	11,760.00	
Farmers & Mechanics National,	10,000.00	10,700.00	
City National,.....	4,000.00	4,000.00	
Mercantile National,.....	5,000.00	4,250.00	
National Exchange,.....	15,000.00	18,900.00	
First National, Meriden,.....	5,000.00	5,600.00	
Second National, New Haven,..	5,000.00	6,850.00	
Thames National, Norwich,.....	10,000.00	14,000.00	
Metropolitan National, N. Y.,...	10,000.00	1,000.00	
Central National, N. Y.,.....	5,000.00	7,150.00	
N'l B'k of the Republic, Boston,	7,500.00	12,750.00	
Boston National, Boston,.....	7,000.00	8,540.00	
St. Paul National,.....	7,000.00	8,050.00	
N'l B'k of Commerce, Kansas C'y,	2,000.00	2,700.00	
MISCELLANEOUS—			
Willimantic Linen Company,....	10,000.00	16,000.00	
Totals,.....	$1,192,050.00	$1,469,247.00	1,469,247.00

Loan on Collateral.

	Par Val.	Market Val.	Amt. loaned.	
Travelers Ins. Co. stock,....	$5,600	$15,400	$5,450	5,450.00
Cash in Company's principal office,.....				433.36
Cash in bank,.....				183,079.60
Interest due and accrued on bonds,.....				3,251.66
Interest due and accrued on collateral loan,.....				138.50
Gross premiums in due course of collection,.....				137,285.94
Assets of the Company at their actual value,.....				$2,443,937.33

III. LIABILITIES.

Losses adjusted and unpaid,.....	$45,021.49	
Losses reported and unadjusted,.....	23,853.53	
Losses resisted,.....	6,329.48	
Gross amount of unpaid losses,.....		$75,204.50
Unearned premiums on risks, one year or less,...	$388,026.19	
Unearned premiums on risks, more than one year,	397,032.68	
Unearned premiums as computed above,.....		785,058 87

Commissions and brokerage,	18,657.11
Return premiums,	11,501.87
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$890,422.35
Capital stock,	1,000,000.00
Surplus beyond all liabilities,	553,514.98
Total liabilities, including capital and surplus,	$2,443,937.33

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,201,155.60	
Deduct reinsurance, rebate, abatement, and return premiums,	187,315.31	
Actual cash premiums,		$1,013,840.29
Interest on mortgages of real estate,		43,048.71
Interest on loans and bonds, and dividends on stock,		73,444.92
Rents,		2,623.73
Actual cash income,		$1,132,957.65

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $66,250.12 occurring in previous years),	$624,540.83	
Deduct salvage and reinsurance,	59,243.64	
Net amount paid for losses,		$565,297.19
Cash dividends,		100,000.00
Commissions and brokerage,		168,636.48
Salaries and fees,		92,225.12
Taxes,		24,481.59
All other payments,		70,582.65
Actual cash expenditure,		$1,021,223.03

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$115,880,281	$1,415,863.21
Written or renewed during the year,	92,430,456	1,201,155.60
Totals,	$208,310,737	$2,617,018.81
Deduct those expired and marked off,	82,624,241	1,062,692 92
In force at the end of the year,	$125,686,496	$1,554,325.89
Deduct amount reinsured,	6,142,020	84,638.61
Net amount in force,	$119,544,476	$1,469,687.28

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$56,567,127	$776,052.38	1-2	$388,026 19
1888....	Two years,.....	8,081,630	60,480.79	1-4	15,120.19
1889....		217,404	2,033.97	3-4	1,525.47
1887....	Three years,...	5,932,491	70,433.21	1-6	11,738.87
1888....		13,600,793	141,372.14	1-2	70,686.07
1889....		11,756,478	139,147 81	5-6	115,956.51
1886....	Four years,....	142,346	1,365.19	1-8	170.65
1887....		254,702	2,499.29	3 8	937.23
1888....		4,600,426	45,152.82	5-8	28,220.51
1889....		292,201	2,877.18	7-8	2,517.53
1885....	Five years,.....	1,453,699	17,922.15	1-10	1,792.21
1886....		1,834,261	21,836.13	3 10	6,550.84
1887....		2,806,910	34,091.38	1-2	17,045.69
1888....		5,487,612	71,048.25	7 10	49,733.78
1889....		6,516,396	83,374.59	9-10	75,037.13
Totals,.....		$119,544,476	$1,469,687.28		$785,058.87

Premiums received since the organization of the Company,....	$8,373,576.08
Losses paid since the Company organized,.....	4,291,037.81
Cash dividends paid stockholders,.....	1,477,000.00
Stock dividends declared,.....	100,000.00
Stock owned by directors at par value,.....	98,000.00
Losses incurred during the year,.....	566,701.79
Loaned to stockholders not officers,.....	5,450.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$3,707,095.00
Premiums received,.....	35,556.70
Losses paid,.....	10,535 52
Losses incurred,.....	9,011.44

NORWALK FIRE INSURANCE COMPANY,

NORWALK, CONN.

Commenced Business, May, 1860.

WILLIAM C. STREET, *President.* GEORGE R. COWLES, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$500,000.00
Whole amount of capital actually paid up in cash,.....	50,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$10,450.00
Loans on bond and mortgage (first liens), more than one year's interest due, of which none is in process of foreclosure,		1,900.00
Interest due and accrued on bond and mortgage loans,		479.65
Value of lands mortgaged,	$26,450.00	
Building (insured for $8,500),	12,450.00	
Total,	$38,900.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
BANK STOCKS —			
Fairfield County National,	$800.00	$800.00	
National, Norwalk,	1,800.00	1,980.00	
Central National, Norwalk,	1,500.00	1,920.00	
Fourth National, New York,	4,000.00	6,700.00	
German-American, New York,	1,125.00	1,440.00	
RAILROAD STOCKS —			
Lake Shore & Michigan Southern,	3,000.00	3,135.00	
N. Y., Lackawanna & Western,	5,000.00	5,550.00	
Chicago, Milwaukee & St. Paul,	4,000.00	2,820.00	
Chicago, Rock Island & Pacific,	3,300.00	3,250.50	
Chicago, Mil. & St. Paul, pref.,	2,500.00	2,862.50	
Chicago, Burlington & Quincy,	2,500.00	2,700.00	
RAILROAD BONDS —			
Toledo, Ann Arbor & G. T.,	3,000.00	3,360.00	
Mil., Lake Shore & Western,	3,000.00	3,720.00	
N. Y., Susquehanna & Western,	3,000.00	3,060.00	
Danbury & Norwalk, 1892,	1,000.00	1,100.00	
MISCELLANEOUS —			
Norwalk Gas Light Co.,	575.00	776.25	
Totals,	$40,100.00	$45,174.25	45,174.25

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.
Fairfield County Nat. Bank,	$600.00	$600.00	$600.00
Danbury & Norwalk R. R.,	750.00	750.00	300.00
St. Paul & Duluth R. R.,	600.00	240.00	750.00
First Nat. Bank of Bridgeport,	400.00	600 00	
National Bank of Norwalk,	300.00	330.00	300.00
Danbury & Norwalk R. R.,	300.00	300.00	150.00
Union Mfg. Co., Norwalk,	2,500.00	2,000.00	2,400.00
Cin., Sand. & Cleve. R. R. bd,	500.00	500.00	600.00
Stamford National Bank,	360.00	540.00	
American Ex. Bank, N. Y.,	3,000.00	3,300.00	2,310.00
Norwalk Gas Light Co.,	1,000.00	1,300.00	840.00
Norwalk Mills Co.,	500.00	500.00	300.00

	Par Value.	Market Value.	Amt. Loaned.	
Danbury & Norwalk R. R.,....	1,500.00	1,500.00	750.00	
Norwalk Mills Co.,.....	1,800 00	1,800.00	1,800.00	
Westchester Fire Ins. Co.,....	1,110.00	1,887.00	300.00	
Westchester Fire Ins. Co.,....	250.00	425.00	150.00	
First Nat. Bank, So. Norwalk,	1,500.00	1,500.00	1,500.00	
Mortgage on real estate,.....	3,000.00	500.00	1,665.00	
Norwalk Gas Light Co.,.....	1,325.00	1,788.75		
Union Mfg. Co., Norwalk,....	1,000.00	800.00	1,200.00	
Lounsbury & Bissell Co., Nor'k,	2,500.00	2,500.00	600.00	
" " " "	3,750.00	3,750.00	2,500.00	
Culver loan, secured by mortgages in Jersey City,.....	1,500.00	1,500.00	2,105.29	
Personal loans, endorsed or joint and several notes,....	12,300.00	12,300.00	12,300.00	
Gamewell Fire Alarm Tel. Co.,	11,000.00	2,200.00	600.00	
Totals,.....	$53,345.00	$43,410.75	$34,020.29	34,020.29
Cash in Company's principal office,.....				478.16
Cash in bank,.....				3,104.68
Interest due and accrued on stocks,.....				1,572.32
Interest due and accrued on collateral loans,.....				796.50
Gross premiums in due course of collection,.....				468.11
Reinsurance due,.....				300.00
Premiums unpaid (more than three months due),.			$262.63	
Gross assets of the Company,.....				$98,743.96
Deduct sums loaned in excess of value of security,.....				800.00
Assets of the Company at their actual value,.....				$97,943.96

III. LIABILITIES.

Losses adjusted and unpaid,.....	$225.00	
Losses reported and unadjusted,.....	185.00	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....	$410.00	
Deduct reinsurance,.....	112.50	
Net amount of unpaid losses,.....		$297.50
Unearned premiums on risks, one year or less,...	$2,596 72	
Unearned premiums on risks, more than one year,	3,079.74	
Unearned premiums as computed above,.....		5,676.46
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$5,973.96
Capital stock,.....		50,000 00
Surplus beyond all liabilities,.....		41,970.00
Total liabilities, including capital and surplus,.....		$97,943.96

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$13,229.32	
Deduct reinsurance, rebate, abatement, and return premiums,	5,480.82	
Actual cash premiums,		$7,748.50
Interest on mortgages of real estate,		1,322.48
Interest on loans and bonds, and dividends on stocks,		3,508.68
Actual cash income,		$12,579.66

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $1,509.76 occurring in previous years),	$4,308.79	
Deduct salvage and reinsurance,	454.85	
Net amount paid for losses,		$3,853.94
Cash dividends,		4,000.00
Commissions and brokerage,		2,302.50
Salaries and fees,		1,745.00
All other payments,		1,021.54
Actual cash expenditure,		$12,922.98

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$2,128,997.32	$20,437.07
Written or renewed during the year,	1,360,044.98	13,167.32
Totals,	$3,489,042.30	$33,604 39
Deduct those expired and marked off,	1,315,591.84	13,407.53
In force at the end of the year,	$2,173,450.46	$20,196.86
Deduct reinsurance,	918,152.85	8,822.03
Net amount in force,	$1,255,297.61	$11,374.83

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$811,658.46	$8,980.69	1-2	$4,490.35
1888....	Two years,	8,900.00	53.08	1-4	13.27
1889....	Two years,	28,125.00	80.38	3-4	60.28
1887....	Three years,	347,239.50	2,744.94	1-6	457.49
1888....	Three years,	334,900.00	2,429.36	1-2	1,214.68
1889....	Three years,	339,952.50	2,456.64	5-6	2,047.20
1886....	Four years,	.....	.....	1-8	.....
1887....	Four years,	.....	.....	3-8	.....
1888....	Four years,	200.00	2.00	5-8	1.25
1889....	Four years,	1,500.00	10 49	7-8	9.18
1885....	Five years,	4,700.00	330.40	1-10	33.04
1886....	Five years,	77,525.00	832.99	3-10	249.89
1887....	Five years,	70,700 00	734.03	1-2	367.01
1888....	Five years,	69,650.00	738.28	7-10	516.80
1889....	Five years,	78,400.00	803.58	9-10	723.22
Totals,		$2,173,450.46	$20,196.86	...	$10,183.66
Less amount reinsured,		918,152.85	8,822.03		4,507.70
Totals,		$1,255,297.61	$11,374.83		$5,676 46

Premiums received since the organization of the Company,	$359,577.65
Losses paid since the Company organized,	140,138.20
Cash dividends paid stockholders,	98,200.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	14,850.00
Losses incurred during the year,	3,209.03
Loaned to officers and directors,	8,910.00
Loaned to stockholders not officers,	17,640 00

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,360,044.98
Premiums received,	13,167.32
Losses paid,	3,853.94
Losses incurred,	3,209.03

ORIENT INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, January, 1872.

CHARLES B. WHITING, *President.* JAMES U. TAINTOR, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$2,000,000.00
Whole amount of capital actually paid up in cash,	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$16,408.68
Loans on bond and mortgage (first liens), not more than one year's interest due,		235,832.00
Interest due and accrued on bond and mortgage loans,		5,301.33
Value of mortgaged premises (insured for $135,330),	$800,962.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
STATE BONDS—		
Georgia, 4½ per cent.,	$25,000.00	$29,500.00
MUNICIPAL AND COUNTY BONDS—		
Town of Hartford, Conn., 4½ p. c.,	5,000.00	5,500.00
Town of Thomaston, Conn., 4 p. c.,	15,000.00	15,900.00
Town of Pawtucket, R. I., 7 p. c.,	25,000.00	30,500.00

	Par Value.	Market Value.
Town of Merrill, Wis., 7 p. c.,..	4,000.00	4,280.00
City of Washington, Ind., 8 p. c.,	5,000.00	5,250.00
City of Indianapolis, Ind., 6 p. c.,	20,000.00	22,600.00
City of Evansville, Ind., 7 p. c.,.	15,000.00	13,500.00
City of New Brunswick, N. J., 6 p. c.....	10,000.00	10,700.00
City of Council Bluffs, Iowa, 6 p. c.,.....	5,000.00	5,750.00
City of Richmond, Va., 8 p. c., .	24,000.00	33,600.00
City of Norfolk, Va., 5 p. c.,....	20,000.00	21,400.00
City of Sioux Falls, Dakota, 7 p. c.,.....	13,000.00	14,040.00
County of Coffey, Kan., 6 p. c.,.	10,000.00	11,200.00
County of Wapello, Iowa, 6 p. c.,	4,000.00	4,240.00
County of Lyon, Iowa, 6 p. c.,..	10,000.00	10,000.00
County of Dickinson, Kan., 6 p. c.,	10,000.00	10,600.00
County of Finney, Kan., 6 p. c.,.	10,000.00	10,900.00
County of Kidder, Dakota, 7 p. c.,	5,000.00	5,600.00
Mason and Tazewell District, Ill., 7 p. c.,.....	25,000.00	28,250.00
Rutland and Grafton District, Ill., 6 p. c., ...	9,000.00	9,450.00
Medicine Lodge Township, Barber Co., Kan., 6 p. c.,.....	5,000.00	5,450.00
Bethany Township, Osborne Co., Kan., 6 p. c.,.....	4,000.00	4,360.00
Buckeye Township, Ottawa Co., Kan., 8 p. c.,.....	2,955.00	3,309.60
Os. Twp. Labette Co., Kan., 6 p.c.	5,000.00	5,100.00
Precinct of Stanton, Neb., 6 p. c.,	8,000.00	8,240.00
Precinct of Beaver, Neb., 6 p. c.,	5,000.00	5,150.00
School District No. 4, Salamanca, N. Y., 6 p. c.,.....	10,000.00	10,700.00
Kansas School Bonds, 6 p. c.,...	14,297.00	14,868.88
Kansas " " 7 p. c.,...	12,000.00	13,200.00
Nebraska " " 7 p. c.,...	20,982.00	22,660.56
Nebraska " " 6 p. c.,...	300.00	309.00
Dakota " " 8 p. c.,...	3,500.00	3,990.00
Dakota " " 7 p. c.,...	8,500.00	9,180.00
Minnesota School Bonds, 6 p. c.,	8,500.00	9,010.00
Wyom. Ter. School Bds., 8 p. c.,	3,000.00	3,390.00
RAILROAD BONDS—		
Vermont Valley, 5 p. c.,.....	25,000.00	28,750.00
Pitts., Clev., & T., guar., 6 p. c.,	10,000.00	11,000.00
Kans. Pac. (1st con.) guar., 6 p.c.,	10,000.00	11,475.00
C., C., Cin. & Ind'apolis, 7 p. c.,	25,000.00	34,000.00
C., C., Cin. & Ind'apolis, 6 p. c.,	10,000.00	12,300.00
Mor. & Es. (1st con.) gu., 7 p. c.,	10,000.00	14,700.00
C., M. & St. P., I. & D. Ex.,7 p.c.,	20,000.00	25,600.00

	Par Value.	Market Value.	
Dayton & Mich., guar., 5 p. c.,..	25,000.00	27,000.00	
Terre H. & Log., guar., 6 p. c.,..	10,000.00	11,000.00	
Chic., Bur. & N., guar., 5 p. c.,.	1,500.00	1,500.00	
Ohio & W. Va., guar., 7 p. c.,...	3,000.00	3,450.00	
Colum. & Toledo, guar., 7 p. c.,	11,000.00	12,870.00	
Cin., Van Wert & Mich., 6 p. c.,	10,000.00	10,600.00	
Missouri, Kansas & Tex., 7 p. c.,	15,000.00	16,612.50	
E. Tenn., Virg. & Ga., 5 p. c.,..	15,000.00	15,600 00	
Gulf, Col. & San. F. gu., 7 p. c.,	10,000.00	11,600.00	
Oxford & Clarksville gu., 6 p. c.,	10,000.00	10,900.00	
Louisv., Cin. & Lex. gu., 7 p. c.,	10,000.00	11,400.00	
Det., Lansing & North., 7 p. c.,.	10,000.00	11,200.00	
Clarksv. & N. Car., gu., 6 p. c.,.	10,000.00	10,900.00	
RAILROAD STOCKS—			
N. Y., New Haven & Hartford,.	40,000 00	98,000.00	
Naugatuck,.....	3,000.00	7,500.00	
Housatonic (preferred),.....	10,000.00	4,700.00	
N. Y. Central & Hudson River,.	20,000.00	21,600.00	
Union Pacific,.....	5,000.00	3,400.00	
Central Pacific,.....	10,000.00	3,400.00	
Cleveland & Pittsburgh, ...	20,000.00	31,600.00	
Chicago, Burlington & Quincy,..	11,000.00	11,770.00	
Chicago, Burlington & Northern,	900.00	369.00	
BANK STOCKS—			
American National, Hartford,..	25,200.00	36,288.00	
Ætna " " ..	12,200.00	13,664.00	
Charter Oak " " ..	13,000.00	14,170.00	
Farm. & Mech. " " ..	10,000.00	11,200.00	
Mercantile " " ..	15,200.00	13,984.00	
Phœnix " " ..	6,200.00	7,874.00	
Exchange " " ..	9,300.00	12,276.00	
City, " ..	11,300.00	12,430.00	
First " " ..	7,100.00	7,810.00	
Hartford " " ..	100,000.00	157,000.00	
Conn. Trust & Safe Dep., " ..	10,000.00	15,000.00	
Thames National, Norwich,...	20,000.00	29,200.00	
First " " ...	10,000.00	11,500.00	
Rockville " Rockville, ..	600.00	780.00	
Metropolitan " New York,.	7,500.00	750.00	
Mechanics " " .	7,550.00	16,610.00	
Holland Trust Co., " .	5,000.00	11,250.00	
MISCELLANEOUS—			
Atlantic Dock Co., 5 p. c. bonds,	9,000.00	9,900.00	
1st Baptist Church, Nash., Tenn., 6 p. c. bonds,.....	19,000.00	19,950.00	
Totals,.....	$1,048,584.00	$1,298,110.54	1,298,110.54

Loans on Collateral.

	Par Val.	Market Val.	Amt. loaned.	
National Fire Ins. Co., Hartford,..	$2,500	$3,275	$600	
Ætna Fire Ins. Co., " ..	400	1,000	700	
Ætna Fire Ins. Co., " ..	200	500	1,880	
American Nat. Bank, " ..	750	975		
Charter Oak Nat. Bank, " ..	500	525		
First Nat. Bank, " ..	300	300		
Security Company, " ..	500	675	4,050	
Hartford Trust Co., " ..	2,500	3,125		
Collins Co., Collinsville,.....	1,000	775		
Amer. Screw Co., Provid'ce, R. I.,	600	1,410		
Conn. Gen. Life Ins. Co., Hartf'd,	3,500	4,725	3,000	
Middlesex Co. Nat. B'k, Middlet'n,	700	735	360	
Adams Express Co.,.....	2,400	3,480	1,350	
Eagle Lock Co., Terryville, Conn.,	1,625	3,640	500	
Meriden Britt'a Co., Meriden, Ct.,	250	950		
N. Y. C. & H. R. R. R. Co.,.....	1,000	1,070		
C., B. & Q. Railroad,.....	1,700	1,819		
Ætna Fire Ins. Co., Hartford,....	2,500	6,250	5,000	
Western Union Telegraph Co.,....	6,000	4,980	2,600	
Totals,.....	$28,925	$40,209	$20,040	20,040.00

Cash in Company's principal office,.....	9,463.35
Cash in bank,.....	70,892.72
Interest due and accrued on stocks and bonds,.....	23,681.39
Interest due and accrued on collateral loans,.....	578.30
Gross premiums in due course of collection,.....	155,695.92
Rents due and accrued,.....	718.10
Assets of the Company at their actual value,.....	$1,836,722.33

III. LIABILITIES.

Losses adjusted and unpaid,..... Losses reported and unadjusted,.....	$69,196.71	
Losses resisted,.....	13,423.55	
Gross amount of unpaid losses,.....		$82,620.26
Unearned premiums on risks, one year or less,...	$312,965.03	
Unearned premiums on risks, more than one year,	245,314.66	
Unearned premiums on inland navigation risks,.	2,964.54	
Unearned premiums as computed above,.....		561,244.23
Commissions and brokerage,.....		31,058.85
Special deposits in other States in excess of present liabilities therein,.....		69,993.89
Total liabilities, except capital and surplus,.....		$744,917.23

Capital stock,	1,000,000.00
Surplus beyond all liabilities,	91,805.10
Total liabilities, including capital and surplus,	$1,836,722.33

IV. INCOME DURING THE YEAR.

	Fire.	Inland.	
Premiums received in cash,	$1,013,260.59	$3,584.50	
Deduct reinsurance, rebate, abatement, and return premiums,	178,674.27	799.92	
Actual cash premiums,	$834,586.32	$2,784.58	$837,370.90
Interest on mortgages of real estate,			14,372.21
Interest on loans and bonds and dividends on stocks,			65,207.21
Rents,			604.56
Actual cash income,			$917,554.88

V. EXPENDITURE DURING THE YEAR.

	Fire.	Inland.	
Amount paid for losses (including $53,551.82 occurring in previous years),	$570,405.95	$534.87	
Deduct salvage and reinsurance,	45,857.66	None.	
Net amount paid for losses,	$524,548.29	$534.87	$525,083.16
Cash dividends,			60,000.00
Commissions and brokerage,			153,978.36
Salaries and fees,			52,624.70
Taxes,			20,549.94
All other payments,			71,446.84
Actual cash expenditure,			$883,683.00

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$79,418,183	$987,540.61
Written or renewed during the year,	82,331,998	1,032,468.89
Totals,	$161,750,181	$2,020,009.50
Deduct those expired and marked off,	70,217,157	892,503.23
In force at the end of the year,	$91,533,024	$1,127,506.27
Deduct reinsurance,	3,756,466	47,155.40
Net amount in force,	$87,776,558	$1,080,350.87

	Inland.	Premiums.
In force at the end of the year,	$440,192	$5,929.09

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$47,149,461	$625,930.05	1-2	$312,965.03
1888....	Two years,.....	169,669	687.60	1-4	171.90
1889....		70,642	614.65	3 4	460.98
1887....	Three years,....	7,861,763	84,682.60	1-6	14,113.77
1888....		8,830,445	94,864.83	1-2	47,432.41
1889....		9,944,451	108,729.86	5-6	90,608.22
1886....	Four years,....	157,328	1,288.94	1-8	161.11
1887....		214,886	1,816.54	3-8	681.20
1888....		206,719	1,748.68	5-8	1,092.92
1889....		200,092	1,837.75	7-8	1,608.04
1885....	Five years,.....	1,592,119	19,806.61	1-10	1,980.66
1886....		2,232,902	27,561.33	3-10	8,268.39
1887....		2,825,017	33,540.57	1-2	16,770.28
1888....		3,152,217	37,759.93	7-10	26,431.95
1889....		3,168,837	39,480.93	9-10	35,532.83
Totals,.....		$87,776,558	$1,080,350.87	...	$558,279.69

Premiums received since the organization of the Company,....	$7,735,991.86
Losses paid since the Company organized,.....	4,685,437.03
Cash dividends paid stockholders,.....	805,000.00
Stock dividends declared,.....	100,000.00
Stock owned by the directors at par value,.....	108,100.00
Losses incurred during the year (fire, $548,435.39, marine and inland, $534.87),.....	548,970.26
Loaned to officers and directors,.....	31,380.00
Loaned to stockholders not officers,.....	9,360.00

Special deposits elsewhere for the exclusive protection of policy-holders there:

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Virginia,.....	$55,000.00	$7,192.37	$47,807.63
Georgia,.....	29,500.00	7,313.74	22,186.26
Totals,.....	$84,500.00	$14,506.11	$69,993.89

Business in Connecticut, 1889.

	Fire.	Inland.
Fire and Inland risks taken,.....	$4,701,367.00	$350,191.00
Premiums received,.....	37,059.72	1,040.00
Losses paid,.....	17,118.83	None.
Losses incurred,.....	16,489.86	None.

PEOPLE'S FIRE INSURANCE COMPANY,

MIDDLETOWN, CONN.

Commenced Business, May, 1865.

SETH H. BUTLER, *President.* HENRY C. WARD, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$300,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL AND COUNTY BONDS—		
Middletown, town, 7 p. c.,.....	$20,000.00	$20,000.00
Chatham, " 7 p. c.,.....	6,000.00	6,000.00
Portland, " 7 p. c.,.....	7,500.00	7,500.00
Middletown, city, 7 p. c.,.....	10,000.00	10,500.00
City of St. Paul, city, 6 p. c., ...	20,000.00	20,000.00
City of Quincy, Ill., city, 6 p. c.,	9,000.00	9,000.00
Evansville, Ind., city, 4 p. c.,...	6,000.00	5,000.00
Kansas City, Mo., city, 8 p. c., ..	10,000.00	11,000.00
Leavenworth, Kan., city, 4 p. c.,	10,500.00	8,925.00
Leavenworth, Kan., city, 6 p. c.,	10,000.00	10,000.00
Leavenworth, Kan., co., 5 p. c.,.	5,000.00	5,000.00
Leavenworth, Kan., co., 6 p. c.,.	4,000.00	4,000.00
Leavenworth, Kan., coun. instal., 6 p. c.,..	9,153.03	9,153.03
Council Bluffs, Ia., city, 8 p. c.,.	5,000.00	5,500.00
City of Quincy, Ill., 5 p. c.,.....	6,000.00	6,000.00
Jeffersonville, Ind., city, 7 3/10 p. c.	10,000.00	11.000.00
City of N. Albany, Ind., 7 p. c.,.	3,000.00	3,000.00
Danville, Ill., town, 6 p. c.,.....	5,000.00	5,000.00
City of Springfield, Ill., 5 p. c.,..	7,200.00	7,200.00
Macoupin county, Ill., 6 p. c.,...	10,000.00	10,000.00
Hitchcock county, Neb., 7 p. c.,	2,500.00	2,500.00
Washington county, Ill., 6 p. c.,.	10,000.00	10,500.00
City of Topeka, Kan., 6 p. c.,....	8,000.00	8,000.00
City of Nebraska, cy., Neb., 6 p.c.	10,000.00	10,000.00
City of Sioux City, Ia., 6 p. c.,..	6,000.00	6,000.00
Worthington, Minn., town, 6 p.c.,	20,000.00	21,000.00

	Par Value.	Market Value.	
BANK STOCKS—			
Central National, Middletown,..	15,150.00	20,200.00	
First " "	18,700.00	18,700.00	
Middletown National.....	14,850.00	19,800.00	
Middlesex County National,....	7,800.00	7,800.00	
MISCELLANEOUS—			
Equitable Mortgage Co., 7 p. c...	10,000.00	10,000.00	
Saratoga G. and E. Lt. Co., 6 p. c.	6,000.00	6,000.00	
Neb. L. and T. Co., deb. 6 p. c.,	10,000.00	10,000.00	
Middlesex B. Co., deb. 6 p. c....	10,000.00	10,000.00	
Totals,.....	$322,353 03	$334,278.03	$334,278 03
Cash in bank,.....			8,287.71
Gross premiums in due course of collection,.....			5,692.81
Premiums unpaid (more than three months due),.....		$308.27	
Assets of the Company at their actual value,.....			$348,258.55

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted,.....	$7,975.00	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....		$7,975.00
Unearned premiums on risks, one year or less,...	$31,247.63	
Unearned premiums on risks, more than one year,	6,935.94	
Unearned premiums as computed above,.....		38,183.57
Commissions and brokerage,.....		1,423 21
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$47,581.78
Capital stock,.....		200,000.00
Surplus beyond all liabilities,.....		100,676.77
Total liabilities, including capital and surplus,.....		$348,258.55

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$71,824.54	
Deduct reinsurance, rebate, abatements, and return premiums,.....	5,658.64	
Actual cash premiums,.....		$66,165.90
Interest on loans and bonds and dividends on stocks,.....		19,907.73
Actual cash income,.....		$86,073.63

V. EXPENDITURE DURING THE YEAR.

Amt. paid for losses (inc. $7,911.21 occurring in previous years),	$55,635.55
Cash dividends,.....	16,000.00
Commissions and brokerage,.....	11,273.66
Salaries and fees,.....	4,950.00
All other payments,.....	1,252.46
Actual cash expenditure,.....	$89,111.67

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$4,789,898.67	$65,485.86
Written or renewed during the year,	5,133,666.05	72,302.91
Totals,	$9,923,564.72	$137,788.77
Deduct those expired and marked off,	4,481,135.83	61,801.25
Net amount in force,	$5,442,428.89	$75,987.52

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$4,248,629.89	$62,495.26	1-2	$31,247.63
1888....	Two years,	6,350.00	51.00	1-4	12.75
1889....	Two years,	6,200.00	63.90	3-4	47.93
1887....	Three years,	224,347.00	2,502.62	1-6	417.10
1888....	Three years,	259,412.00	3,109.10	1-2	1,554.55
1889....	Three years,	277,093.00	3,168.95	5-6	2,640.79
1886....	Four years,	2,000.00	22.50	1-8	2.81
1887....	Four years,	.....	.....	3-8	.....
1888....	Four years,	.....	.....	5-8	.....
1889....	Four years,	.....	.....	7-8	.....
1885 ...	Five years,	79,850.00	819.60	1-10	81.96
1886....	Five years,	94,800.00	1,072.01	3-10	321.60
1887....	Five years,	97,415.00	1,014.36	1-2	507.18
1888....	Five years,	68,550.00	760.59	7-10	532.41
1889....	Five years,	77,782.00	907.63	9-10	816.86
Totals,		$5,442,428.89	$75,987.52	...	$38,183.57

Premiums received since the organization of the Company,	$916,843.20
Losses paid since the Company organized,	513,210.37
Cash dividends paid stockholders,	176,500.00
Stock dividends declared,	100,000.00
Stock owned by the directors at par value,	81,000.00
Losses incurred during the year,	54,967.03

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,826,201.74
Premiums received,	23,524.49
Losses paid,	12,710.11
Losses incurred,	12,015.45

PHŒNIX INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, June, 1854.

HENRY KELLOGG, *President.* GEORGE H. BURDICK, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$5,100,000.00
Whole amount of capital actually paid up in cash,.....	2,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....	$233,524.34
Loans on bond and mortgage (first liens), not more than one year's interest due,.....	741,650.00
Loans on bond and mortgage (first liens), more than one year's interest due (of which none is in process of foreclosure),...	9,850.00
Interest due and accrued on bond and mortgage loans,.....	35,807.90
Value of lands mortgaged,..... $1,963,097.00	
Buildings (insured for $161,630),..... 475,920.00	
Total,..... $2,439,017.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
U. S. consols of 1907, 4 p. c.,....	$80,000.00	$101,400.00
Mississippi 4 p. c.,.....	20,000.00	20,200.00
Georgia, registered 4½ p. c.,.....	25,000.00	30,250.00
MUNICIPAL BONDS—		
Avondale Town, Ohio, 6 p. c.,..	11,000.00	11,660.00
Ashland, Oregon, water, 6 p. c.,..	50,000.00	54,500.00
Hannibal School, Mo., 6 and 7 p.c.,	45,000.00	47,250.00
Leavenworth City and Ft. Leavenworth water, 6 p. c.,.....	25,000.00	27,500.00
Council Bluffs, Iowa, improvement, 6 p. c., ...	7,500.00	7,950.00
RAILROAD BONDS—		
Cedar Rapids, I. Falls & N. West., guar. 6 p. c.,.....	50,000.00	49,500.00
Chicago & N. Western, sinking fund, 6 p. c.,.....	50,000.00	58,000.00
Chic. & Western Ind., 6 p. c.,...	77,000.00	89,320.00
Columbus & Western, first mort. guar., 6 p. c., ...	100,000.00	110,000.00
Erie, first mort. con., 7 p. c.,....	100,000.00	138,000.00

	Par Value.	Market Value.
Harlem Riv. & Pt. Chester, guar., 7 p. c.,	50,000.00	68,000.00
Minneapolis Union, guar., 6 p. c.,	50,000.00	58,500.00
N. Y., Lackawanna & Western, guar., 6 p. c.,	50,000.00	68,500.00
N. Y. & New England, 7 p. c.,	36,000.00	46,800.00
Pittsburg, Cleveland & Toledo, guar., 6 p c.,	50,000.00	57,500.00
Texas & N. Orleans, 1st m., 7 p.c.,	54,000.00	64,260.00
Terre Haute & Logansport, ext'n guar., 6 p. c.,	50,000.00	55,000.00
RAILROAD STOCKS—		
Avon, Geneseo & Mt. Morris,	50,000.00	51,500.00
Chicago, Burlington & Quincy,	50,000.00	54,000.00
Chicago, Rock Island & Pacific,	110,000.00	107,800.00
Chicago & Alton (common),	25,000.00	33,750.00
Cleveland & Pittsburgh,	25,000.00	39,250.00
Fort Wayne & Jackson (pref.),	50,000.00	58,000.00
Hartford & Conn. Western,	12,000.00	4,800.00
Illinois Central,	100,000.00	118,000.00
Morris & Essex,	50,000.00	76,000.00
N. Y., New Haven & Hartford,	120,000.00	294,000.00
New York & Harlem,	12,500.00	31,250.00
N. Y. Central & Hudson River,	50,000.00	54,750.00
Peoria & Bureau Valley,	50,000.00	83,500.00
Rensselaer & Saratoga,	50,000.00	95,000.00
BANK STOCKS—		
Ætna National, Hartford,	30,000.00	33,000.00
American National, Hartford,	50,000.00	70,000.00
American Loan & Tr. Co., N. Y.,	50,000.00	61,000.00
Atlantic Trust Co., New York,	5,000.00	20,000.00
Central Trust Co., New York,	15,000.00	131,250.00
Charter Oak National, Hartford,	16,200.00	17,334.00
City, Hartford,	16,000.00	16,800.00
Connecticut River, Hartford,	5,000.00	5,100.00
Farm. & Mech. Nat., Hartford,	30,000.00	33,000.00
First National, Wallingford,	17,500.00	19,425.00
Franklin Trust Co., New York,	40,000.00	72,000.00
Hartford National, Hartford,	104,000.00	163,280.00
Hartford Trust Co., Hartford,	40,000.00	52,000.00
Holland Trust Co., New York,	20,000.00	44,800.00
Home National, Meriden,	2,600.00	3,068.00
Imperial, Toronto, Ont.,	10,000.00	13,500.00
Metropolitan Nat'l, Cincinnati,	13,750.00	9,625.00
Merchants Ex. Nat., New York,	5,400.00	6,534.00
Mercantile National, Hartford,	80,000.00	72,000.00
Nat. Shoe & Leather, New York,	10,000.00	16,000.00
National Exchange, Hartford,	16,200.00	21,060.00
Nat. German American, St. Paul,	21,000.00	26,460.00
New Britain Nat., New Britain,	20,000.00	32,000.00

	Par Value.	Market Value.	
Phœnix National, Hartford,.....	75,000.00	96,000.00	
State, Hartford,.....	20,000.00	18,800.00	
Waterbury National, Waterbury,	22,000.00	44,000.00	
Western National, New York,..	10,000.00	9,800.00	
MISCELLANEOUS—			
Holyoke Water Power Co. stock,	66,000.00	181,500.00	
Atlantic Dock Co., 5 p. c. bonds,	75,000.00	82,500.00	
Northwestern Telegraph Co., ...	65,000.00	66,300.00	
Atlantic Mutual Ins. Co. Scrip,..	42,510.00	45,485.70	
Totals, ...	$2,728,160.00	$3,749,311.70	3,749,311.70

Loans on Collateral.

	Par Value.	Market Value.	Amt. loaned.	
Travelers Insur. Co.,	$9,600.00	$28,640.00	$12,692.50	
Hartford Carpet Co.,	1,000.00	1,200.00	630.00	
Lan'rs, Frary & Clark,	6,000.00	7,200.00	10,000.00	
So. N. Eng. Tel. Co.,	7,000.00	5,250.00		
Atlantic Dock Co.,..	5,000.00	5,000.00	10,000.00	
Hartford Carpet Co.,	6,400.00	7,680.00		
Totals,...	$35,000.00	$54,970.00	$33,322.50	33,322.50
Cash in Company's principal office,.....				16,663.59
Cash in bank, ...				180,288.65
Interest due and accrued on collateral loans and deposits,.....				2,099.67
Gross premiums in due course of collection,.....				344,064.37
Rents due and accrued,.....				1,171.51
Assets of the Company at their actual value,.....				$5,347,754.23

III. LIABILITIES.

Losses adjusted and unpaid,.....	$240,654.93	
Losses reported and unadjusted,.....		
Losses resisted,.....	13,868.50	
Gross amount of unpaid losses,.....		$254,523.43
Unearned premiums on risks, one year or less, ...	$720,633.60	
Unearned premiums on risks, more than one year,	1,028,611.81	
Unearned premiums as computed above,.....		1,749,245.41
Commissions and brokerage,.....		42,750.00
Special deposits in other States in excess of present liabilities therein,.....		27,006.64
Total liabilities, except capital and surplus,.....		$2,073,525.48
Capital stock,.....		2,000,000.00
Surplus beyond all liabilities,.....		1,274,228.75
Total liabilities, including capital and surplus,.....		$5,347,754.23

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$2,802,914.95	
Deduct reinsurance, rebate, abatement, and return premiums,	243,375.60	
Actual cash premiums,		$2,559,539.35
Interest on mortgages of real estate,		38,948.28
Interest on loans and bonds, and dividends on stocks,		174,118.48
Rents,		5,444.14
Actual cash income,		$2,778,050.25

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $257,575.73 occurring in previous years),	$1,638,535.60	
Deduct salvage and reinsurance,	13,353.05	
Net amount paid for losses,		$1,625,182.55
Cash dividends,		280,000.00
Commissions and brokerage,		430,641.47
Salaries and fees,		104,067.52
Taxes,		74,184.89
All other payments,		223,642.22
Actual cash expenditure,		$2,737,718.65

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$270,625,744	$3,185,343.90
Written or renewed during the year,	234,534,683	2,802,914.95
Totals,	$505,160,427	$5,988,258.85
Deduct those expired and marked off,	209,980,953	2,568,247.42
Net amount in force,	$295,179,474	$3,420,011.43

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$119,922,623	$1,441,267.20	1-2	$720,633.60
1888....	Two years,	1,096,113	7,476.56	1-4	1,869.14
1889....		569,527	5,485.82	3-4	4,114.37
1887....	Three years,	31,662,371	338,094.66	1-6	56,349.11
1888....		33,829,953	355,605.16	1-2	177,802 58
1889 ...		37,634,260	391,491.75	5-6	326,243.13
1886....	Four years,	771,061	8,094.86	1-8	1,011.86
1887....		945,361	9,805.64	3-8	3,677.12
1888....		831,680	8,710.07	5-8	5,443.79
1889....		815,741	8,490.03	7-8	7,428.78
1885....	Five years,	11,229,913	140,667.36	1-10	14,066.74
1886....		13,129,755	164,456.94	3-10	49,337.08
1887....		13,862,174	179,812.56	1-2	89,906.28
1888 ...		13,096,045	165,678.57	7-10	115,975 00
1889....		15,782,897	194,874.25	9-10	175,386.83
Totals,		$295,179,474	$3,420,011.43	...	$1,749,245.41

Premiums received since the organization of the Company,	$43,092,280.98
Losses paid since the Company organized,	25,710,646.18
Cash dividends paid stockholders,	5,005,000.00
Stock dividends declared,	None.
Stock owned by directors at par value,	155,700.00
Loaned to stockholders not officers,	78,070.00
Loaned to officers and directors,	70,000.00
Losses incurred during the year,	1,601,032.22

Special deposits elsewhere for the exclusive protection of policy-holders there —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Oregon,	$54,500.00	$32,608.72	$21,891.28
Georgia,	30,250.00	31,915.54	
Mississippi,	26,537.50	21,422.14	5,115.36
Totals,	$111,287.50	$85,946.40	$27,006.64

Business in Connecticut, 1889.

Fire risks taken (no inland),	$7,419,487.00
Premiums received,	71,646.95
Losses paid,	32,587.50
Losses incurred,	35,243.93

SECURITY INSURANCE COMPANY,

NEW HAVEN, CONN.

Commenced Business, April, 1841.

CHARLES S. LEETE, *President.* H. MASON, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$300,000.00
Whole amount of capital actually paid up in cash,	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$34,405.29
Loans on bond and mortgage (first liens), not more than one year's interest due,		135,525.00
Interest accrued thereon,		784.75
Value of lands mortgaged,	$328,135.00	
Buildings (insured for $99.100),	99,100.00	
Total,	$427,235.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL BONDS—			
Jersey City, 6 p. c.,	$7,000.00	$8,050.00	
Omaha City, Neb., 5 p. c.,	10,000.00	10,600.00	
Council Bluffs, 6 p. c.,	10,000.00	10,500.00	
Kansas City, 7 p. c.,	10,000.00	10,200.00	
RAILROAD BONDS—			
N. H. & Northamp. con. 6 p. c.,	15,000.00	18,300.00	
Minn. & St. L., 1st m. 7 p. c.,	4,000.00	3,460.00	
C., M. & St. P. (Dub. div.) 1st m.,	5,000.00	5,800.00	
C., M. & St.P. (C. & M. div.) 1 m.,	7,000 00	8,820.00	
C., M. & St. P. (Riv. div.) 1st m.,	3,000.00	3,780.00	
Mahon'g Coal (L. S. guar.) 1st m.,	10,000.00	11,000.00	
Housatonic, 5 p. c.,	10,000.00	10,600.00	
RAILROAD STOCKS—			
New York, New Haven & Hartf.,	12,000.00	29,400.00	
Shore Line (Conn.),	7,700.00	12,936.00	
Chicago, Burlington & Quincy,	11,000.00	11,660.00	
Chicago, Rock Island & Pac.,	11,000.00	10,670.00	
BANK STOCKS—			
Tradesmen's Nat'l, New Haven,	16,000.00	21,760.00	
Second " "	20,000.00	27,000.00	
Merchants' " "	15,450.00	14,523.00	
N. H. County " "	17,520.00	21,024.00	
New Haven Nat., New Haven,	16,000.00	25,120.00	
Yale National, New Haven,	20,000.00	20,400.00	
American Ex. Nat., New York,	10,000.00	16,600.00	
Commerce Nat., New York,	5,000.00	10,000.00	
Western Nat., New York,	6,000.00	5,880.00	
MISCELLANEOUS—			
New Haven Water Co. stock,	7,350.00	15,141.00	
N. H. Water Co. stock, new 5 p c.,	1,450.00	2,030.00	
Totals,	$267,470.00	$345,254.00	345,254.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. loaned.	
New Haven Water Co. stock,	$1,400	$2,884	$2,000	
City Bank stock, New Haven,	2,300	2,668		
Mechanics B'k stock, N. H'n,	360	378	6,500	
New York Produce Ex. Bank,	4,500	5,120		
New Haven Water Co. stock,	500	1,030	800	
Totals,	$9,060	$12,080	$9,300	9,300.00

Cash in Company's principal office,	$271.98
Cash in bank,	57,580.14
Interest due and accrued on stocks,	1,539.12

Interest due and accrued on collateral loans,	None.
Gross premiums in due course of collection,	70,413.40
Bills receivable, not matured, taken for premiums,	5,323.28
Reinsurance due,	56.66
Assets of the Company at their actual value,	$660,453.62

III. LIABILITIES.

Losses adjusted and unpaid,	$34,145.00	
Losses reported and unadjusted,	27,668.00	
Losses resisted,	550.00	
Gross amount of unpaid losses,	$62,363.00	
Deduct reinsurance,	5,973.00	
Net amount of unpaid losses,		$56,390.00
Unearned premiums on risks, one year or less,	$146,891.87	
Unearned premiums on risks, more than one year,	95,693.52	
Unearned premiums on inland risks,	18,788.58	
Unearned premiums on marine risks,	7,732.13	
Unearned premiums as computed above,		269,106.10
Commissions and brokerage,		11,770.99
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$337,267.09
Capital stock,		250,000.00
Surplus beyond all liabilities,		73,186.53
Total liabilities, including capital and surplus,		$660,453.62

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$499,701.65	$102,428.31	
Deduct reinsurance, rebate, abatements, and return premiums,	121,159.87	16,448.46	
Actual cash premiums,	$378,541.78	$85,979.85	$464,521.63
Notes received for premiums remaining unpaid,		5,215.28	
Interest on mortgages of real estate,			7,183.76
Interest on loans and bonds and dividends on stocks,			16,141.30
From all other sources,			16.61
Actual cash income,			$487,863.30

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. pd. for losses (inc. $32,983.26 occurring in previous years),	$255,871.72	$79,046.51	
Deduct salvage and reinsurance,	27,233.12	6,787.19	
Net amount paid for losses,	$228,638.60	$72,259.32	$300,897.92

Cash dividends,	17,500.00
Commissions and brokerage,	108,555.90
Salaries and fees,	49,209.82
Taxes,	4,659.73
Actual cash expenditure,	$480,823.37

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$37,239,101	$469,473.37
Written or renewed during the year,	39,644,016	501,662.56
Totals,	$76,883,117	$971,135.93
Deduct those expired and marked off,	36,973,889	496,847.57
In force at the end of the year,	$39,909,228	$474,288.36
Deduct amount reinsured,	863,387	11,860 08
Net amount in force,	$39,045,841	$462,428.28

	Marine and Inland.	Premiums.
In force at the end of the year,	$1,717,925	$45,309.29

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$24,333,747	$293,783.75	1-2	$146,891.87
1888....	Two years,	260,323	2,572.98	1-4	643.24
1889....		156,837	1,990.43	3-4	1,492.83
1887....	Three years,	2,239,476	24,808.59	1-6	4,134.76
1888....		3,060,841	34,341.21	1-2	17,170.10
1889....		3,776,062	43,618.87	5-6	36,349.06
1886....	Four years,	.....	.....	1-8	.....
1887....		96,500	1,100.48	3-8	412.68
1888....		108,935	1,498.30	5-8	936.42
1889....		139,850	1,342.92	7-8	1,175.02
1885....	Five years,	674,891	7,781.30	1-10	778.13
1886 ...		790,674	8,604.55	3-10	2,581.35
1887....		847,135	9,958.33	1-2	4,979.15
1888....		1,152,382	14,208.49	7-10	9,945.88
1889....		1,393,188	16,568.33	9-10	14,911.47
1889....	Seven years,	5,000	54.75	13-14	46.93
1887....	Ten years,	10,000	195.00	3-4	136.50
Totals,		$39,045,841	$462,428.28	...	$242,585.39

Premiums received since the organization of the Company,	$5,818,713.43
Losses paid since the Company organized,	3,991,882.74
Cash dividends paid stockholders,	379,281.00

Stock dividends declared,	50,000.00
Stock owned by directors at par value,	66,700.00
Losses incurred during the year (fire, $249,219.36; marine and inland, $72,848.34),	322,067.70
Amount loaned to stockholders not officers,	20,000.00
Amount loaned to officers and directors,	39,800.00

Business in Connecticut, 1889.

	Fire.	Marine and Inland.
Fire, marine, and inland risks,	$3,797,135.00	$13,959,497.00
Premiums received,	32,785.61	80,193.55
Losses paid,	8,722.99	54,661.26
Losses incurred,	8,004.54	55,661.26

MUTUAL FIRE

INSURANCE COMPANIES

OF THIS STATE.

ABSTRACTS COMPILED FROM THEIR ANNUAL STATEMENTS, SHOWING THEIR CONDITION ON THE 31ST DAY OF DECEMBER, 1889.

DANBURY MUTUAL FIRE INSURANCE COMPANY,

DANBURY, CONN.

Commenced Business, 1850.

F. S. WILDMAN, *President.* GEO. B. BENJAMIN, *Secretary.*

I. ASSETS.

Cash loaned by the Company, secured by mortgage of real estate,		$18,250.00
Eight shares Danbury National Bank,		1,000.00
Loaned on 14 shares Danbury National Bank,		1,300.00
All other cash loans,		255.00
Cash deposited in the Savings Bank of Danbury,		1,955.67
Gross assets, except premium notes,		$22,760.67
Premium or deposit notes held by the Company which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$11,272.37	

II. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,		
Losses resisted,		
Gross premiums on outstanding risks,	$1,248.20	
Unearned premiums or reinsurance fund,		$624.10
Gross liabilities,		$624.10

III. INCOME.

Cash received for premiums,	$542.11	
Deduct amount paid for return premiums,	None.	
Net amount of cash premiums,		$542.11
Cash received for interest on mortgages of real estate,		381.00
Interest and dividends from all other sources,		110.99
Gross cash income,		$1,034.10
Premium or deposit notes liable to assessment received during the year,	$1,543.00	

IV. EXPENDITURE.

Losses,	None.
Commissions and brokerage,	$54.01
Salaries, fees, etc.,	115.00
Taxes,	177.20
All other expenditure,	45.73
Gross cash expenditure,	$391.94

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$450,895.00
Risks written during the year,	61,720.00
Risks terminated during the year,	53,310.00
Losses occurring during the year,	None.

FARMERS MUTUAL FIRE INSURANCE COMPANY

SUFFIELD, CONN.

Commenced Business, September, 1853.

NELSON N. KING, *President.* W. E. BURBANK, *Secretary.*

I. ASSETS.

Cash in the office of the Company,		$225.38
Cash due for premiums unpaid and in course of collection,		35.31
Net amount of unpaid assessments or calls on premium or deposit notes,		137.08
Gross assets except premium notes,		$397.77
Premium or deposit notes held by the Company which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$11,005.00	

II. LIABILITIES.

Losses adjusted and unpaid, Losses reported and unadjusted, Losses resisted,	None.	
Due or to become due for borrowed money,		$400.00
Gross premiums on outstanding risks,	$458.79	
Unearned premiums or reinsurance fund,		229.40
Gross liabilities,		$629.40

III. INCOME.

Cash received for premiums,	$76.46	
Deduct amount paid for return premiums,	Nothing.	
Net cash received for premiums,		$76.46
Interest and dividends,		15.75

Amount received for assessments or calls on premium or deposit notes,		24.00
Gross cash income,		$116.21
Premium or deposit notes liable to assessment received during the year,	$11,005.00	

IV. EXPENDITURE.

Losses,	None.
Salaries, fees, etc.,	$30.00
Interest on borrowed money,	24.00
All other payments,	13.50
Gross cash expenditure,	$67.50

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$88,995.00
Risks written during the year,	15,360.00
Risks terminated during the year,	42,185.00
Losses occurring during the year,	None.

FARMINGTON VALLEY MUTUAL FIRE INSURANCE COMPANY,

FARMINGTON, CONN.

Commenced Business, January, 1854.

EDWARD NORTON, *President.* RICHARD H. GAY, *Secretary.*

I. ASSETS.

Cash loaned by the Comp'y secured by mortgage of real estate,		$4,500.00
Keokuk & Des Moines railroad bonds, 5 p. c., par $1,000,		1,050.00
Collateral loan secured by 13 shares Bank of North America stock, market value, $1,560,		800.00
Cash in the office of the Company,		106.18
Cash in bank,		2,423.82
Interest due or accrued,		104.00
Gross assets, except premium notes,		$8,984.00
Premium or deposit notes held by the Company (being 122 in number), which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$14,429.39	

II. LIABILITIES.

Losses adjusted and unpaid,		$350.00
Losses reported and unadjusted,		None.
Losses resisted,		None.
Gross premiums on outstanding risks,	$696.88	
Unearned premiums or reinsurance fund,		348.44
Return premiums due or to become due,		5.90
Taxes due and accrued,		63.97
All other demands against the Company,		62.00
Gross liabilities,		$830.31

III. INCOME.

Cash received for premiums,	$186.24	
Deduct amount paid for return premiums,	Nothing.	
Net amount of cash premiums,		$186.24
Interest on mortgages of real estate,		338.83
Interest and dividends from other sources,		184.04
Gross cash income,		$709.11
Premium or deposit notes liable to assessment received during the year,	$3,664.00	

IV. EXPENDITURE.

Losses,	None.
Salaries and fees,	$50.00
Taxes,	62.97
All other payments,	12.14
Gross cash expenditure,	$125.11

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$103,395.00
Risks written during the year (all for three years),	29,310.00
Risks terminated during the year,	30,130.00
Losses occurring during the year,	350.00

GREENWICH MUTUAL FIRE INSURANCE COMPANY,

GREENWICH, CONN.

Commenced Business, November, 1855.

THOMAS A. MEAD, *President.* JOHN DAYTON, *Secretary.*

I. ASSETS.

Cash loans made by the Company,		$6,491.77
Cash in the office of the Company,		461.71
Gross assets, except premium notes,		$6,953.48
Premium or deposit notes held by the Company (being 176 in number), which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$13,876.00	

II. LIABILITIES.

Losses adjusted and unpaid,		$46.40
Losses reported and unadjusted,	None.	
Losses resisted,	None.	
Gross premiums on outstanding risks,	$2,093.28	
Unearned premiums or reinsurance fund,		1,046.64
All other demands against the Company,		190.00
Gross liabilities,		$1,283.04

III. INCOME.

Cash received for premiums,	$459.79	
Deduct amount paid for return premiums,	17.55	
Net cash received for premiums,		$442.24
Interest and dividends,		212.06
Gross cash income,		$654.30

IV. EXPENDITURE.

Losses,	None.
Salaries, fees, etc.,	$150.00
Taxes,	51.81
Rents,	25.00
All other payments,	15.00
Gross cash expenditure,	$241.81

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$275,665.00
Risks written during the year,	68,900.00
For the term of one year,	19,825.00
For a term of more than one and not more than three years,	19,375.00
For a term of more than three years,	29,700.00
Risks terminated during the year,	78,928.00
Losses occurring during the year,	46.40

HARTFORD COUNTY MUTUAL FIRE INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, 1831.

W. E. SUGDEN, *President.* WM. A. ERVING, *Secretary.*

I. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL BONDS—		
Hartford, town, 3 p. c.,	$20,000.00	$20,000.00
Hartford, town, war bond,	1,000.00	1,000.00
Hartford, city, water,	34,000.00	34,340.00
Middletown, city,	4,000.00	4,000.00
New Haven, town, 3½ p. c.,	15,000.00	15,000.00
Portland, town,	1,000.00	1,000.00
RAILROAD STOCKS AND BONDS—		
Chi., Bur. & Quincy stock,	28,600.00	29,744.00
N. Y., N. H. & H. stock,	24,000.00	57,600.00
Pennsylvania stock,	14,050.00	14,050.00
C., R. I. & Pacific stock,	16,500.00	15,675.00
Rensselaer & Saratoga stock,	15,000.00	22,650.00
Hartford & Conn. West. stock,	1,200.00	400.00
Peoria & Bureau Valley stock,	17,800.00	20,470.00
N. H. & Northampton stock,	10,000.00	6,500.00
Chicago & Southwestern bonds,	20,000.00	20,600.00
H. R. & P. C. bonds,	10,000.00	11,500.00
Pitts., Ft. Wayne & Chicago stock,	20,000.00	27,000.00
Morris & Essex,	10,000.00	13,000.00
Baltimore & Ohio bonds,	5,000.00	5,000.00
Winona & St. Peter bonds,	15,000.00	16,500.00
Utica, Chenango & Susq. V. stock,	5,000.00	5,250.00
Delaware & Hudson Canal bonds,	5,000.00	6,250.00
Morris & Essex bonds,	12,000.00	13,200.00
Chicago, R. I. & P. Extension,	15,000.00	15,000.00

	Par Value.	Market Value.	
BANK STOCKS—			
Ætna National,	700.00	700.00	
Hartford National,	7,100.00	10,650.00	
American National,	4,000.00	4,800.00	
National Exchange,	3,900.00	4,680.00	
Phœnix National,	1,800.00	2,160.00	
Mercantile National,	600.00	510.00	
Charter Oak National,	400.00	400.00	
MISCELLANEOUS—			
Hartford Steam Boiler Inspection and Insurance Co.,	10,000.00	18,000.00	
No. W. Tel. Co. stock,	5,000.00	5,000.00	
Totals,	$352,650.00	$422,629.00	$422,629.00
Cash in the office of the Company,			523.51
Cash in bank,			7,130.91
Cash due for premiums collected and in course of transmission,			2,247.82
Gross assets, except premium notes,			$432,531.24
Premium or deposit notes held by the Company (being —— in number) which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,		None.	

II. LIABILITIES.

Losses adjusted and unpaid,		None.
Losses reported and unadjusted,		$2,000.00
Losses resisted,		None.
Gross premiums on outstanding risks,	$126,164.47	
Deduct amount paid for reinsurance,	977.28	
Net premiums on outstanding risks,	$125,187.19	
Unearned premiums or reinsurance fund,		62,593.59
Taxes due and accrued,		2,958.98
All other liability,		400.00
Gross liabilities,		$67,952.57

III. INCOME.

Cash received for premiums,	$41,279.97	
Deduct amount paid for return premiums,	1,063.57	
Net amount of cash premiums,		$40,216.40
Interest and dividends,		21,053.34
From all other sources,		1,500.00
Gross cash income,		$62,769.74
Premium or deposit notes liable to assessment received during the year,	None.	

IV. EXPENDITURE.

Losses,	$26,800.97
Commissions and brokerage,	5,910.76
Salaries, fees, etc.,	6,200.00
Taxes,	2,826.16
Rents,	500.00
All other payments,	2,560.73
Gross cash expenditure,	$44,798.62

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$23,210,663.91
Risks written during the year,	7,866,939.09
For a shorter term than one year,	14,735.00
For the term of one year,	124,445.00
For a term of more than one and not more than three years,	7,456,316.59
For a term of more than three years,	271,442.50
Risks terminated during the year,	7,829,503.89
Losses occurring during the year,	28,820.28

LITCHFIELD MUTUAL FIRE INSURANCE COMPANY,

LITCHFIELD, CONN.

Commenced Business, June, 1833.

ABIJAH CATLIN, *President.* HENRY W. WESSELLS, *Secretary.*

I. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 p. c.,	$27,500.00	$34,650.00	
MUNICIPAL BONDS—			
New Britain city,	2,000.00	2,120.00	
Hartford city,	4,000.00	4,000.00	
Norfolk town,	10,000.00	10,000.00	
RAILROAD BONDS—			
New Haven & Northampton,	3,000.00	3,090.00	
New York & Harlem,	5,000.00	6,050.00	
Northwestern,	1,000.00	1,210.00	
Chic., Mil. & St. Paul (Mineral Point ex.),	2,000.00	2,060.00	
Chi., Mil. & St. Paul (S. W. Div.),	2,000.00	2,240.00	
Totals,	$56,500.00	$65,420.00	$65,420.00

Cash loaned by the Company, secured by mortgage of real estate,	8,650.00
All other cash loans,	1,000.00
Cash in the office of the Company,	27.00
Cash in bank,	27,484.89
Cash due for premiums collected and in course of transmission,	1,951.56
Interest due and accrued,	358.31
Gross assets,	$104,891.76
Amount of premium or deposit notes liable to assessment,	None.

II. LIABILITIES.

Losses adjusted and unpaid,	$800.00	
Losses reported and unadjusted,	None.	
Losses resisted,	None.	
Gross amount of unpaid losses,		$800.00
Gross premiums on outstanding risks,	$15,577.65	
Unearned premiums or reinsurance fund,		7,788.82
Taxes,		695.50
Rents,		50.00
Gross liabilities,		$9,334.32

III. INCOME.

Cash received for premiums,	$5,322.49	
Deduct amount paid for return premiums,	195.71	
Net amount of cash premiums,		$5,126.78
Interest on mortgages of real estate,		483.46
Interest and dividends from other sources,		3,777.52
Rents,		25.00
Gross cash income,		$9,412.76

IV. EXPENDITURE.

Losses,	$3,434.75
Commissions and brokerage,	403.67
Salaries and fees,	1,000.00
Taxes,	645.69
Rents,	50.00
All other payments,	126.76
Gross cash expenditure,	$5,660.87

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$4,305,630.83
Risks written during the year,	1,472,148.50
For a shorter term than one year,	450.00
For the term of one year,	150.00
For a term of more than one and not more than three years,	1,471,548.50
Risks terminated during the year,	1,543,972.50
Losses occurring during the year,	None.

MADISON MUTUAL FIRE INSURANCE COMPANY,

MADISON, CONN.

Commenced Business, October, 1855.

JOHN N. CRITTENDEN, *President.* WM. S. HULL, *Secretary.*

I. ASSETS.

Cash loaned by the Company, secured by mortgage on real estate,		$2,590.00
All other cash loans,		2,610.00
Cash in the office of the Company,		256.11
Cash due for premiums unpaid and in course of collection,		20.93
Interest due and accrued,		161.36
Gross assets, except premium notes,		$5,638.40
Premium or deposit notes held by the Company (being 332 in number) liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$27,601.45	

II. LIABILITIES.

Losses adjusted and unpaid,		None.
Losses reported and unadjusted,		
Losses resisted,		
Gross premiums on outstanding risks,	$1,156.54	
Unearned premiums or reinsurance fund,		$578.27
Taxes due and accrued,		42.28
All other demands against the Company,		124.25
Gross liabilities,		$744.80

III. INCOME.

Cash received for premiums,		$488.30
Interest on mortgages of real estate,		242.29
Interest and dividends from all other sources,		178.45
Gross cash income,		$909.04
Premium or deposit notes liable to assessment received during the year,	$4,552.00	

IV. EXPENDITURE.

Losses,	$10.00
Salaries and fees,	100.68
Taxes,	57.09
Cash premiums returned during the year as profits,	2,632.83
All other payments,	10.00
Gross cash expenditure,	$2,810.60

V. GENERAL ITEMS

Risks outstanding at the end of the year,.....	$286,145.00
Amount of risks written during the year,.....	44,120.00
Amount of risks terminated during the year,.....	34,790.00
Losses occurring during the year,.....	10.00

MIDDLESEX MUTUAL ASSURANCE COMPANY,

MIDDLETOWN, CONN.

Commenced Business, June, 1836.

O. VINCENT COFFIN, *President.* C. W. HARRIS, *Secretary.*

I. ASSETS.

Real estate owned by the Company unencumbered,.....	$43,400.00
Cash loaned by the Company, secured by mortgage of real estate,	25,000.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL AND COUNTY BONDS—		
Middletown town, untax., 4½ p.c.,	$7,000.00	$7,000.00
" " " 6 p. c.,	10,000.00	10,100.00
" " " 7 p. c.,	22,100.00	22,542.00
Chatham " " 7 p. c.,	4,000.00	4,080.00
Portland " " 7 p. c.,	7,000.00	7,140.00
Portland " " 3-65 p. c.,	85,000.00	85,000.00
Kansas City, Mo., city, 8 p. c.,..	5,000.00	5,250.00
Jersey City, N. J., city, 7 p. c.,..	10,000.00	10,100.00
Jersey City, N. J., city, 7 p. c.,..	15,000.00	15,300.00
Evansville, Ind., city, 4 p. c.,...	5,000.00	5,000.00
Burlington, Ia., 5 p. c.,.....	5,000.00	5,000.00
Douglas Co., Neb., c. house, 6 p.c.,	10,000.00	10,500.00
RAILROAD BONDS—		
D. & H. Canal Co., 7 p. c.,.....	10,000.00	14,000.00
Norwich & Worcester, 6 p. c.,...	5,000.00	5,500.00
Chicago, Bur. & Quincy, 5 p. c.,	5,000.00	5,500.00
Terre H. & Logansport, 6 p. c.,	5,000.00	5,600.00
Col. & Hocking Valley, 5 p. c.,	10,000.00	7,600.00
Chicago, Bur. & North'n, 5 p. c.,	2,500.00	2,500.00

	Par Value.	Market Value.	
Railroad Stocks—			
N. Y. Central & Hudson River,.	20,000.00	21,600.00	
Chicago, R. I. & Paeifie,.....	25,000.00	24,500.00	
N. Y., N. H. & Hartford,.....	25,000.00	60,000.00	
Chicago, Burlington & Quiney,..	25,000.00	27,000.00	
Chieago & Northwestern, com.,.	20,000.00	22,200.00	
Chicago & Northwestern, pref.,.	20,000.00	28,400.00	
Bank Stocks—			
Middlctown National, Middlet'n,	12,750.00	17,000.00	
Middlesex Co. " "	8,500.00	8,500.00	
Central " "	2,250.00	3,000.00	
Am. Ex. National, New York,..	5,500.00	8,965.00	
First National, Middletown,....	15,000.00	15,000.00	
First National, Portland,.....	1,000.00	1,000.00	
Miscellaneous—			
N. L. & Tr. Co. deb, bds., 6 p. c.,	60,000.00	60,000.00	
Equitable mort. deb. bds., 7 p. c.,	10,000.00	10,000.00	
Midls'x B'kg Co. deb. bds., 6 p. c.,	10,000.00	10,000.00	
Am. Water Works bds., 6 p. c.,	10,000.00	10,000.00	
Totals, ...	$492,600.00	$554,877.00	554,877.00
Cash in bank,.....			26,453.28
Cash due for premiums collected and in course of transmission,			5,007.87
Premium or deposit notes, ...		None.	
Gross assets,.....			$654,738.15

II. LIABILITIES.

Losses adjusted and unpaid, ...		
Losses reported and unadjusted,.....		None.
Losses resisted, ...		
Gross premiums on outstanding risks, ...	$253,706.59	
Deduct reinsurance,.....	52.27	
Net premium on outstanding risks,.....	$253,654.32	
Unearned premiums or reinsurance fund, ...		$126,827.16
Taxes due and aecrued,.....		3,891.57
Gross liabilities,.....		$130,718.73

III. INCOME.

Cash rceeivcd for premiums,.....	$66,785.10	
Deduct amount paid for return premiums,... ..	4,215.91	
Net cash premiums,.....		$62,569.19
Intcrest on mortgagcs of real estatc,.....		1,625 00
Intcrest and dividends from all other sources,.....		29,451.51
Rents,.....		2,503 47
From all other sourecs,.....		1,500.00
Gross cash incomc,.....		$97,649.17

IV. EXPENDITURE.

Losses,	$31,090.62
Commissions and brokerage,	9,368.58
Salaries, fees, etc.,	10,033.34
Interest,	1,590.00
Taxes,	4,706.07
All other payments,	3,833.60
Gross cash expenditure,	$60,622.21

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$33,014,208.11
Risks written during the year,	9,892,012.81
For a shorter term than one year,	137,020.00
For the term of one year,	545,978.00
For a term of more than one and not more than three years,	5,551,094.81
For a term of more than three years,	3,657,920.00
Risks terminated during the year,	9,031,052.74
Losses occurring during the year,	30,090.62

MUTUAL ASSURANCE COMPANY OF THE CITY OF NORWICH,

NORWICH, CONN.

Commenced Business, 1794.

ASA BACKUS, *Secretary.*

I. ASSETS.

Stocks owned by the Company.

	Par Value.	Market Value.	
BANK STOCKS—			
Norwich National,	$5,700.00	$5,700.00	
Merchants National,	400.00	400 00	
First National,	300.00	300.00	
Totals,	$6,400.00	$6,400.00	$6,400.00
Cash in bank,			5,376.39
Gross assets,			$11,776.39

II. LIABILITIES.

Losses adjusted and unpaid,	None.
Losses reported and unadjusted,	
Losses resisted,	

Gross premiums on outstanding risks,	$474.31	
Unearned premiums or reinsurance fund,		$237.16
Taxes,		97.33
All other demands against the Company,		598.61
Gross liabilities,		$933.10

III. INCOME.

Cash received for premiums,	$474.31
Interest and dividends,	295.60
Gross cash income,	$769.91

IV. EXPENDITURE.

Losses,	$592.80
Salaries, fees, etc.,	200.00
Taxes,	97.33
All other payments,	7.25
Gross cash expenditure,	$897.38

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$186,090.00
Risks written during the year,	186,090.00
For the term of one year,	186,090.00
Risks terminated during the year,	188,790.00
Losses occurring during the year,	None.

MUTUAL FIRE INSURANCE COMPANY OF HARWINTON,

HARWINTON, CONN.

Commenced Business, July, 1856.

MARVIN PIERCE, *President.* DAVID BIRGE, *Secretary.*

I. ASSETS.

Cash in the office of the Company,		$194.20
Premium or deposits notes held by the Company (being 258 in number) which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$12,711.41	

II. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,		
Losses resisted,		
Taxes due and accrued,		
All other demands against the Company,	$4.00	
Gross liabilities,		$4.00

III. INCOME.

Cash received for premiums,		None.
Cash received for interest,		$2.50
Cash received for assessments or calls on premium notes,		364.90
From all other sources,		57.00
Premium or deposit notes liable to assessment received during the year,	$1,969.05	
Gross cash income,		$424.40

IV. EXPENDITURE.

Losses,	$300.00
Taxes,	11.53
Salaries, fees, etc.,	52.04
Interest on borrowed money,	2.50
All other payments,	32.00
Gross cash expenditure,	$398.07

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$258,695.00
Amount of risks written during the year (all for five years),	37,030.00
Amount of risks terminated during the year,	34,210.00
Losses occurring during the year,	300.00

NEW LONDON COUNTY MUTUAL FIRE INSURANCE COMPANY,

NORWICH, CONN.

Commenced Business, July, 1840.

E. F. PARKER, *President.* J. F. WILLIAMS, *Secretary.*

I. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
BANK STOCKS—		
American Exchange Nat., N. Y.,	$4,000.00	$6,520.00
National Park, "	4,000.00	10,000.00

	Par Value.	Market Value.	
Merchants Exchange Nat., N. Y.,	600.00	732.00	
Nat. Bank of Commerce, "	1,000.00	1,960.00	
Corn Exchange, "	2,000.00	4,800.00	
Bank of America, "	1,000.00	2,000.00	
Shetucket National, Norwich,..	4,335.00	255.00	
MISCELLANEOUS—			
Norwich City Gas Co.,.....	9,550.00	10,696.00	
N. L. N. R. R. Co. bonds,.....	3,000.00	3,300.00	
Great Western Ins. Co., N. Y.,..	300.00	120.00	
Kal., Alleg. & G. R. R. R. Co., bonds.,.....	4,000.00	4,480.00	
Nebraska Loan & Trust Co., deb. bonds,.....	1,500.00	1,500.00	
Jarvis-Conklin Mort. Trust Co.,.	1,500.00	1,500.00	
Totals,.....	$36,785.00	$47,863.00	$47,863.00
Cash loaned by the Company secured by mortgage of real estate,			12,647.52
All other cash loans made by the Company,.....			1,715.41
Cash in the office of the Company,.....			171.50
Cash in bank,.....			29,011.00
Cash due for premiums collected and in course of transmission,			205.09
Gross assets,.....			$91,613.52

Premium notes liable to assessment, ...None.

II. LIABILITIES.

Losses adjusted and unpaid.....		None.
Losses reported and unadjusted,.....		
Losses resisted,.....		
Gross premiums on outstanding risks,.....	$28,142.72	
Unearned premiums or reinsurance fund, ...		$14,071.36
Gross liabilities,.....		$14,071.36

III. INCOME.

Cash received for premiums,.....	$11,122.89	
Deduct amount paid for return premiums, ...	376.11	
Net cash premiums, ...		$10,746.78
Interest on mortgage of real estate, ...		4,266.18
Interests and dividends from all other sources, ...		
Gross cash income,.....		$15,012.96

IV. EXPENDITURE.

Losses,.....	$6,730.75
Commissions and brokerage,.....	1,801.26
Salaries, fees, etc., ...	1,797.50
Taxes,.....	616.50
Rents,.....	75.00
All other payments,.....	598.27
Gross cash expenditure,.....	$11,619.28

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$4,425,876.50
Risks written during the year,	1,755,170.66
For a shorter term than one year,	76,897.00
For the term of one year,	120,706.66
For a term of more than one and not more than three years,	1,205,169.00
For a term of more than three years,	352,398.00
Risks terminated during the year,	1,222,072.31
Losses occurring during the year,	4,955.75

PATRONS MUTUAL FIRE INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, January, 1888.

GEO. AUSTIN BOWEN, *President.* CHARLES P. IVES, *Secretary.*

I. ASSETS.

None.

II. LIABILITIES.

Losses adjusted and unpaid,		None.
Losses reported and unadjusted,		
Losses resisted,		
Gross premiums on outstanding risks,	$5,095.49	
Deduct amount paid for reinsurance,	332.50	
Net premiums on outstanding risks,	$4,762.99	
Unearned premiums or reinsurance fund,		$2,381.50
All other demands,		261.50
Gross liabilities,		$2,643.00

III. INCOME.

Cash received for premiums,	$1,756.89	
Deduct amt. paid for return prem. and rein.,	54.18	
Net cash received for premiums,		$1,702.71
Gross cash income,		$1,702.71

IV. EXPENDITURE.

Losses,	$647.00
Salaries, fees, etc.,	607.21
Gross cash expenditure,	$1,254.21

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$1,088,500.00
Risks written during the year, all for three years,	418,708.66
Risks terminated during the year,	None.
Losses occurring during the year,	647.00

ROCKVILLE MUTUAL FIRE INSURANCE COMPANY,

ROCKVILLE, CONN.

Commenced Business, September, 1869.

GEORGE MAXWELL, *President.* A. T. BISSELL, *Secretary.*

I. ASSETS.

Stocks owned by the Company.

	Par Value.	Market Value.	
BANK STOCK—			
First National Bank, Rockville,	$1,100.00	$1,399.98	$1,399.98
Cash loaned by the Company, personal security,			3,084.43
Cash in the office of the Company,			86.91
Cash in bank,			350.37
Due the Company for office and other premiums unpaid and in course of collection,			23.80
Gross assets, except premium notes,			$4,945.49
Premium or deposit notes held by the Company (being 366 in number), which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,		$9,896.97	

II. LIABILITIES.

Losses adjusted and unpaid,		
Losses reported and unadjusted,	None.	
Losses resisted,		
Gross premiums on outstanding risks	$1,969.72	
Unearned premiums or reinsurance fund,	$984.86	
Gross liabilities,		$984.86

III. INCOME.

Cash received for premiums,	$504.21	
Deduct for return premiums and reinsurance,	20.42	
Net amount of cash premiums,		$483.79
Interest and dividends,		260.53
Gross cash income,		$744.32
Premium or deposit notes liable to assessment received during the year,	$2,579.67	

IV EXPENDITURE.

Losses,	$60.00
Commissions and brokerage,	45.58
Salaries, fees, etc.,	25.00
Interest on borrowed money,	13.28
Taxes,	32.93
All other payments,	25.00
Gross cash expenditure,	$201.79

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$319,537.00
Risks written during the year,	86,490.00
For a shorter term than one year,	290.00
For the term of one year,	2,600.00
For a term of more than one and not more than three years,	54,550.00
For a term of more than three years,	29,050.00
Risks terminated during the year,	91,220.00
Losses occurring during the year,	60.00

STATE MUTUAL FIRE INSURANCE COMPANY,

HARTFORD, CONN.

Commenced Business, October, 1867.

RALPH GILLETT, *President.* ISAAC CROSS, JR., *Secretary.*

I. ASSETS.

Stocks owned by the Company.

	Par Value.	Market Value.	
BANK STOCKS—			
Farmers & Mechanics,	$200.00	$216.00	
Shoe & Leather National, N. Y.,	300.00	465.00	
Imp. and Trad. National, N. Y.,	500.00	2,750.00	
First National of Hartford,	600.00	660.00	
Fourth National, New York,	800.00	1,360.00	
Mercantile National, Hartford,	1,000.00	850.00	
Security Company, Hartford,	1,000.00	1,450.00	
Phœnix National,	1,400.00	1,820.00	
Ætna National,	2,200.00	2,530.00	
American National,	1,250.00	1,750.00	
National Exchange,	3,250.00	4,225.00	
RAILROAD STOCKS—			
Hartford & Conn. Western,	600.00	228.00	
Rensselaer & Saratoga,	1,000.00	1,750.00	
New York, New Haven & H.,	1,200.00	2,940.00	
Chicago, Burlington & Quiney,	2,200.00	2,376.00	
MISCELLANEOUS—			
Hart. City Gas Light Co., stock,	800.00	960.00	
Totals,	$18,300.00	$26,330.00	$26,330.00
Cash loaned by the Company, secured by mortgage of real estate,			19,400.00
Cash in the office of the Company,			36.50
Cash in bank,			2,319.21
Cash due for premiums collected and in course of transmission,			717.88
Cash due for premiums unpaid and in course of collection,			202.00
Interest due or accrued,			593.83
Gross admitted assets, except premium notes,			$49,599.42
Premium or deposit notes held by the Company (being 2,896 in number) liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,		$40,529.18	

II. LIABILITIES.

Losses adjusted and unpaid, ...		
Losses reported and unadjusted, ...	None.	
Losses resisted, ...		
Gross premiums on outstanding risks, ...	$20,264.59	
Deduct amount paid for reinsurance, ...	348.25	
Net premiums on outstanding risks, ...	$19,916.34	
Unearned premiums or reinsurance fund, ...		$9,958.17
Taxes due and accrued, ...		372.00
Gross liabilities, ...		$10,330.17

III. INCOME.

Cash received for premiums, ...	$8,223.06	
Deduct for return premiums and reinsurance, ...	525.27	
Net amount of cash premiums, ...		$7,697.79
Interest on mortgages of real estate, ...		1,286.30
Interest and dividends from other sources, ...		1,241.50
Gross cash income, ...		$10,225.59
Premium or deposit notes liable to assessment received during the year, ...	$16,446.12	

IV. EXPENDITURE.

Losses, ...	$4,079.54
Commissions and brokerage, ...	1,009.53
Salaries, fees, and rents, ...	3,450.00
Taxes, ...	351.24
All other payments, ...	574.69
Gross cash expenditure, ...	$9,465.00

V. GENERAL ITEMS.

Risks outstanding at the end of the year, ...	$3,244,780.17
Amount of risks written during the year, ...	1,404,412.99
For a term of one year or less, ...	2,200.00
For the term of one year, ...	278,973.00
For a term of more than one and not more than three years,	1,123,239.99
For a term of more than three years, ...	None.
Amount of risks terminated during the year, ...	1,522,161.00
Losses occurring during the year, ...	4,079.54

TOLLAND COUNTY MUTUAL FIRE INSURANCE COMPANY,

TOLLAND, CONN.

Commenced Business, 1828.

LUCIUS S. FULLER, *President.* EDWARD E. FULLER, *Secretary.*

I. ASSETS.

Value of real estate owned by the Company unincumbered,....			$6,700.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL BOND—			
Palatka, Fla., city water,.....	$1,800.00	$1,800.00	
BANK STOCKS—			
Rockville National,.....	8,600.00	8,800.00	
First National, Rockville,.....	10,000.00	11,600.00	
Deposit Book Savings, Tolland,.	3,000.00	3,000.00	
Deposit Book Savings, Rockville,	3,000.00	3,000.00	
Dep. Book Sav., Staf'd Springs,.	3,000.00	3,000.00	
Dep. Book People's, Rockville,..	3,000.00	3,000.00	
Totals,.....	$32,400.00	$34,200.00	34,200.00
Cash loaned by the Company, secured by mortgage of real estate,			23,000.00
All other cash loans made by the Company,.....			125.35
Cash in Company's office,.....			2,233.60
Cash in bank,.....			5,425.88
Cash due for prem's collected and in course of transmission,...			353.42
Interest due or accrued,.....			1,600.00
Gross assets, except premium notes,.....			$73,638.25
Premium or deposit notes held by the Company (being 7684 in number) liable to future assessment for payment of claims, deducting the amt. already assessed or collected thereon,		$178,751.90	

II. LIABILITIES.

Losses adjusted and unpaid,.....		$4,775.40
Losses reported and unadjusted,.....		3,650.00
Losses resisted,.....		None.
Gross premiums on outstanding risks,.....	$77,542.28	
Unearned premiums or reinsurance fund,.....		38,771.14
Taxes due and accrued,.....		516.45
Gross liabilities,.....		$47,712.99

III. INCOME.

Cash received for premiums,	$25,713.51	
Deduct amount paid for return premiums,	1,560.94	
Net amount of cash premiums,		$24,152.57
Interest on mortgages of real estate,		1,840.59
Interest and dividends from other sources,		1,498.50
Rents,		132.95
Gross cash income,		$27,624.61
Premium or deposit notes liable to assessment received during the year,	$50,532.88	

IV. EXPENDITURE.

Losses,	$19,765.01
Commissions and brokerage,	3,648.56
Salaries, fees, etc.,	2,430.00
Taxes,	545.26
All other payments,	2,234.07
Gross cash expenditure,	$28,622.90

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$9,277,007.19
Amount of risks written during the year,	2,893,003.68
For a shorter term than one year,	58,230.00
For the term of one year,	561,964.83
For a term of one and not more than three years,	1,330,180.18
For a term of more than three years,	942,628.67
Amount of risks terminated during the year,	3,179,948.44
Losses occurring during the year,	24,182.74

WASHINGTON MUTUAL FIRE INSURANCE COMPANY,

WASHINGTON, CONN.

Commenced Business, March, 1862.

C. H. Mason, *President.* S. J. Logan, *Secretary.*

I. ASSETS.

Cash in Company's office,	$132.85
Cash in bank,	96.00
Cash due for premiums collected and in course of transmission,	3.10
Gross assets, except premium notes,	$231.95

Premium or deposit notes held by the Company (being 302 in number) which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$16,207.36	

II. LIABILITIES.

Losses adjusted and unpaid,		None.
Losses reported and unadjusted,		$650.00
Losses resisted,		None.
Gross premiums on outstanding risks,	$1,010.78	
Unearned premiums or reinsurance fund,		505.39
Gross liabilities,		$1,155.39

III. INCOME.

Cash received for premiums,	$566.57	
Deduct amount paid for return premiums,	1.90	
Net cash received for premiums,	$564.67	
Gross cash income,		$564.67
Premium or deposit notes liable to assessment, received during the year,	$6,766.30	

IV. EXPENDITURE.

Losses,	None.
Salaries, fees, etc.,	$76.44
Gross cash expenditure,	$76.44

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$511,381.00
Risks written during the year,	216,960.00
Risks terminated during the year,	203,110.00
Losses occurring during the year,	650.00

WINDHAM COUNTY MUTUAL FIRE INSURANCE COMPANY,

BROOKLYN, CONN.

Commenced Business, 1826.

DAVID GREENSLIT, *President.* JOHN PALMER, *Secretary.*

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4½ p. c. reg.,.....	$10,000.00	$10,500.00	
MUNICIPAL BONDS—			
City of Hartf'd, water fund, 6 p.c.,	4,000.00	4,000.00	
City of Norwich, s. f., 5 p. c.,...	5,000.00	5,000.00	
RAILROAD BONDS—			
Chi. & Northwest'n, con., 7 p. c.,	6,000.00	8,400.00	
Union Pacific, 1st mtg., 6 p. c.,..	2,000.00	2,260.00	
St. Paul & Sioux City, 6 p. c.,...	5,000.00	6,000.00	
Omaha & St. Louis, con., 4 p. c.,	6,000.00	4,380.00	
RAILROAD STOCKS—			
Omaha & St. Louis preferred,...	4,800.00	240.00	
BANK STOCKS—			
Windham County National,.....	7,700.00	7,700.00	
Chelsea Savings Bank Book,....	1,656.38	1,656.38	
Brooklyn Savings Bank Book,...	1,157.24	1,157.24	
Totals,.....	$53,313.62	$51,293.62	$51,293.62
Cash loaned by the Company,.....			1,000.00
Cash in the office of the Company,.....			134.64
Cash in bank,.....			5,125.51
Cash due the Company for premiums unpaid and in course of collection,.....			1,190.10
Gross assets, except premium notes,.....			$58,743.87
Premium or deposit notes held by the company (being — in number), which are liable to future assessment for the payment of claims, deducting the amount already assessed or collected thereon,.....		$263,242.45	

II. LIABILITIES.

Losses adjusted and unpaid,.....	None.
Losses reported and unadjusted,.....	
Losses resisted,.....	

Gross premiums on outstanding risks,	$52,648.49	
Unearned premiums or reinsurance fund,		$26,324.25
Gross liabilities,		$26,324.25

III. INCOME.

Cash received for premiums,	$14,130.61	
Deduct amount paid for return premiums,	1,301.12	
Net amount of cash premiums,		$12,829.49
Interest and dividends,		2,592.50
Gross cash income,		$15,421.99
Premiums or deposit notes liable to assessment received during the year,	$65,685.00	

IV. EXPENDITURE.

Losses,	$14,092.53
Commissions and brokerage,	1,868.57
Salaries, fees, etc.,	1,600.00
Taxes,	464.20
Rents,	100.00
All other payments,	166.51
Gross cash expenditure,	$18,291.81

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$6,537,563.00
Risks written during the year,	1,688,146.00
For the term of one year,	134,365.00
For a term of more than one and not more than three years,	695,115.00
For a term of more than three years,	850,666.00
Risks terminated during the year,	1,704,781.00
Losses occurring during the year,	10,562.53

FIRE AND FIRE & MARINE

INSURANCE COMPANIES

OF OTHER STATES.

ABSTRACTS COMPILED FROM THEIR ANNUAL STATEMENTS,
SHOWING THEIR CONDITION ON THE 31ST
DAY OF DECEMBER, 1889.

AGRICULTURAL INSURANCE COMPANY,

WATERTOWN, NEW YORK.

Commenced Business, February, 1853.

JEAN R. STEBBINS, *President.* H. M. STEVENS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$500,000.00
Whole amount of capital actually paid up in cash,.....	500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...	$171,118.80
Loans on bond and mortgage (first liens), not more than one year's interest due, ...	1,216,757.53
Loans on bond and mortgage (first liens), more than one year's interest due (of which $8,800 is in process of foreclosure),.	28,845.52
Interest due and accrued on bond and mortgage loans,.....	42,495.91
Value of mortgaged premises,..... $2,769,280.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States Coupon, 4½ p. c.,..	$2,000.00	$2,100.00	
MUNICIPAL BONDS—			
City of Richmond,.....	25,000.00	25,000.00	
City of Kingston,.....	149,000.00	160,920.00	
RAILROAD BONDS—			
Union Pacific, ...	2,000.00	2,310.00	
RAILROAD STOCKS—			
N. Y. Central & Hudson River,.	60,000.00	64,200.00	
Illinois Central, leased lines,....	1,700.00	1,734.00	
Illinois Central,.....	20,000.00	23,800.00	
BANK STOCKS—			
Watertown National,.....	5,000.00	7,000.00	
National Union,.....	13,600.00	19,550.00	
MISCELLANEOUS—			
Western Union Telegraph,.....	35,000.00	29,400.00	
Dexter Sulph'e & Paper Co. b'ds,	5,000.00	5,000.00	
Totals,.....	$318,300.00	$341,014.00	341,014.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Cold Creek Water Co. stock,	$20.000.00	$10,000.00	$11,825.00	
Cold Creek Water Co. bonds,	15,000.00	15,000.00		
Yale Nat. Bank, New Haven,	3,000.00	3,450.00	3,000.00	
Bond and mortgage,	13,569.40	13,569.40	11,350.00	
Bond and mortgage,	3,000.00	3,000.00	4,000.00	
Watertown Nat. Bank stock,	1,000.00	1,400.00		
Bagley & Sewell Co. "	23,700.00	23,700.00	10,000.00	
Watertown Nat. Bank stock,	11,500.00	16,100.00	13,750.00	
Newark, Ohio, water bonds,	5,000.00	5,000.00	2,700.00	
Ogden. & L. C. R. R. " ..	4,000.00	4,000.00	2,000.00	
Chicago & Alton R. R. stock,	4,400.00	5,940.00	3,899.91	
Totals,	$104,160.40	$101,159.40	$60,524.91	60,524.91
Cash in Company's principal office,				4,866.26
Cash in bank,				192,981.13
Interest due and accrued on stocks,				1,600.00
Interest due and accrued on collateral loans,				1,734.06
Gross premiums in due course of collection,				88,695.00
Bills receivable not matured taken for premiums,				15,570.49
Rents due and accrued,				600.00
Assets of the Company at their actual value,				$2,168,803.61

III. LIABILITIES.

Losses adjusted and unpaid,	$19,482.10	
Losses reported and unadjusted,	29,637.00	
Losses resisted,	17,146.00	
Gross amount of unpaid losses,		$66,265.10
Unearned premiums on risks, one year or less,	$47,787 48	
Unearned premiums on risks, more than one year,	1,182,174.30	
Unearned premiums as computed above,		1,231,961.78
Commissions and brokerage,		19,308.36
Cash dividends remaining unpaid,		40.00
Special deposits in Virginia and Canada in excess of present liabilities therein,		21,600.00
Total liabilities, except capital and surplus,		$1,339,175.24
Capital stock,		500,000.00
Surplus beyond all liabilities,		329,628.37
Total liabilities, including capital and surplus,		$2,168,803.61

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$900,788.17	
Deduct reinsurance, rebate, abatement, and return premiums,	87,511.74	
Actual cash premiums,		$813,276.43
Interest on mortgages of real estate,		72,080 24

Interest on loans and bonds, and dividends on stock,	24,740.12
Rents,	3,560.00
Actual cash income,	$913,656.79

V. EXPENDITURE DURING THE YEAR.

Amt. pd. for losses (inc. $26,347.98 occurring in previous years),	$377,075.02
Cash dividends,	49,990.00
Commissions and brokerage,	211,090.50
Salaries and fees,	93,369.40
Taxes,	16,468.26
All other payments,	52,871.24
Actual cash expenditure,	$800,864.42

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$239,932,317	$2,280,163.89
Written or renewed during the year,	100,274,817	938,021.07
Totals,	$340,207,134	$3,218,184 96
Deduct those expired and marked off,	90,028,004	791,693.49
In force at the end of the year,	$250,179,130	$2,426,491.47
Deduct amount reinsured,	7,830,980	70,857.01
Net amount in force,	$242,348,150	$2,355,634.46

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$13,790,180	$99,574.97	1-2	$49,787.48
1887....	Three years,....	58,852,769	517,685.51	1-6	86,280 92
1888....		58,304,415	535,621.58	1-2	267,810.79
1889....		66,862,225	624,500.36	5 6	520,416.97
1885....	Five years,.....	8,211,075	106,603.22	1-10	10,660.32
1886....		7,902,436	99,873.42	3-10	29,962.02
1887....		8,781,206	111,368.23	1-2	55,684.12
1888....		8,608,537	115,036.46	7-10	80,525.52
1889....		11,035,307	145,370.71	9-10	130,833.64
Totals,		$242,348,150	$2,355,634.46	...	$1,231,961.78

Premiums received since the organization of the Company,	$13,580,213.24
Losses paid since the Company organized,	6,358,677.04
Cash dividends paid stockholders,	780,000.00
Stock dividends declared,	400,000 00
Stock owned by the directors at par value,	243,100.00
Losses incurred during the year,	395,200.00
Amount loaned to officers and directors,	14,950.00

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Val. of Deposit.	Total liabilities therein.	Excess of Deposit.
Canada,	$141,600.00	$120,000.00	$21,600.00
Virginia,	25,000.00	25,000.00	.....
Totals,	$166,600.00	$145,000.00	$21,600.00

Business in Connecticut, 1889.

Fire risks taken (no inland),	$3,912,712.00
Premiums received,	26,067.09
Losses paid,	11,603.25
Losses incurred,	16,204.21

ALBANY INSURANCE COMPANY,

ALBANY, N. Y.

Commenced Business, March, 1811.

Reorganized, June, 1881.

J. Howard King, *President.* John E. McElroy, *Secretary.*

Attorney in Connecticut, Insurance Commissioner.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$250,000.00
Whole amount of capital actually paid up in cash,	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		None.
Loans on bond and mortgage (first liens), not more than one year's interest due,		$204,500.00
Loans on bond and mortgage (first liens), more than one year's interest due (of which $2,500 is in process of foreclosure),		2,500.00
Interest due and accrued on bond and mortgage loans,		2,600.19
Value of lands mortgaged,	$191,700.00	
Buildings (insured for $192,000),	267,100.00	
Total,	$458,800.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 per cent.,	$40,000.00	$50,400.00	
RAILROAD BONDS—			
Watervliet Turnpike & R. R. Co., 1st mortgage,	6,000.00	6,000.00	
Northern Pacific, gen., 1st mort.,	20,000.00	22,700.00	
Milwaukee & St. Paul, 1st mort.,	10,000.00	11,200.00	
Albany & Susquehanna, 1st mort.,	25,000.00	30,750.00	
West Shore, 1st mort.,	35,000.00	36,487.50	
MISCELLANEOUS—			
N. Y. Central, deb. certificates,	25,000.00	27,750.00	
N. Y. Central debt certificates,	25,000.00	25,812.50	
Totals,	$186,000.00	$211,100.00	211,100.00

Loan on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Grand Trunk R. R., 1st mort. bds.,	$500	$500	$300	300.00
Cash in Company's principal office,				3,668.69
Cash in bank,				2,014.64
Interest due and accrued on stocks,				1,060.00
Interest due and accrued on collateral loans,				2.00
Gross premiums in due course of collection,				196.10
Reinsurance due,				495.15
Assets of the Company at their actual value,				$428,436.77

III. LIABILITIES.

Losses adjusted and unpaid,	$10,689.00	
Losses reported and unadjusted,	None.	
Losses resisted,	None.	
Gross amount of unpaid losses,		$10,689.00
Unearned premiums on risks, one year or less,	$29,071.67	
Unearned premiums on risks, more than one year,	25,332.35	
Unearned premiums as computed above,		54,404.02
Due for salaries, rent, advertising, etc.,		166.67
Taxes,		2,447.28
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$67,706.97
Capital stock,		250,000.00
Surplus beyond all liabilities,		110,729.80
Total liabilities, including capital and surplus,		$428,436.77

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$84,820.89	
Deduct reinsurance, rebate, abatements, and return premiums,	7,523.98	
Actual cash premiums,		$77,296.91

Interest on mortgages of real estate,	10,382 87
Interest on loans and bonds, and dividends on stocks,	9,535 69
From all other sources,	3,289.25
Actual cash income,	$100,504.72

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $3,920.70 occurring in previous years),	$58,838.99	
Deduct salvage and reinsurance,	13,400.51	
Net amount paid for losses,		$45,438.48
Cash dividends,		20,000.00
Commissions and brokerage,		12,285.70
Salaries and fees,		7,533.07
Taxes,		2,592.92
All other payments,		2,932 61
Actual cash expenditure,		$90,782.78

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$12,129,756	$104,151.02
Written or renewed during the year,	9,623,880	84,903.06
Totals,	$21,753,636	$189,054.08
Deduct those expired and marked off,	8,968,404	79,125.96
In force at the end of the year,	$12,785,232	$109,928.12
Deduct amount reinsured,	345,592	2,676.32
Net amount in force,	$12,439,640	$107,251.80

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less.	$6,754,380	$58,143.34	1-2	$29,071.67
1888....	Two years,	5,872	175.33	1-4	43.83
1889....		70,603	497.52	3-4	373.14
1887....	Three years,	1,678,024	13,884.19	1-6	2,314.03
1888....		1,575,137	13,379.92	1-2	6,689.96
1889....		1,714,620	13,442.10	5 6	11,201.75
1886....	Four years,	3,633	19.73	1-8	2.47
1887....		10,250	131.74	3-8	49.37
1888....		8,250	73.23	5 8	45.75
1889....		4,759	42.85	7-8	37.47
1885....	Five years,	62,093	700.82	1-10	70 08
1886....		84,116	994.50	3 10	298.35
1887....		118,542	1,529.46	1-2	764.73
1888....		156,704	1,859 44	7-10	1,301.58
1889....		192,657	2,377.63	9 10	2,139.84
Totals,		$12,439,640	$107,251.80	...	$54,404.02

Premiums received since the reorganization of the Company,	$688,595.21
Losses paid since the Company reorganized,	353,552.32
Cash dividends paid stockholders,	180,000.00
Stock dividends declared,	50,000.00
Stock owned by directors at par value,	64,000.00
Losses incurred during the year,	52,206.78

Business in Connecticut, 1889.

Fire risks taken (no inland),	$210,350.00
Premiums received,	2,911.89
Losses paid,	1,600.99
Losses incurred,	1,600.99

AMERICAN INSURANCE COMPANY,

BOSTON, MASS.

Commenced Business, June, 1818.

FRANCIS PEABODY, *President.* J. W. FIELD, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$300,000.00
Whole amount of capital actually paid up in cash,	300,000.00

II. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
RAILROAD BONDS—		
Chicago, Bur. & Quincy, 4 p. c.,	$50,000.00	$46,312.50
Eastern, 6 p. c.,	20,000.00	24,137.84
Chicago, Mil. & St. Paul, 6 p. c.,	25,000.00	28,250.00
Cin., Ind., St. L. & Chi., 4 p. c.,	40,000.00	40,100.00
RAILROAD STOCKS—		
Boston & Albany,	46,200.00	100,485.00
Boston & Lowell,	6,500.00	11,180.00
Old Colony,	20,000.00	35,900.00
BANK STOCKS—		
Old Boston National,	22,200.00	25,446.75
Columbian National,	20,000.00	24,200.00
National Eagle,	4,500.00	4,770.00
Globe National,	17,000.00	17,042.50
Hamilton National,	14,200.00	17,040.00

New England National,	6,200.00	10,230.00	
Suffolk National,	10,000.00	11,625.00	
State National,	15,200.00	19,000.00	
National Union,	28,000.00	40,460.00	
Merchants National,	10,000.00	14,725.00	
Tremont National,	5,600 00	6,286.00	
Washington National,	6,900.00	8,694.00	
MISCELLANEOUS —			
Merrimack Mfg. Co. stock,	8,000.00	10,640.00	
Totals,	$375,500.00	$496,524.59	$496,524.59

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
K. C., St. Jo., & C. B. R. R. 7 p. c. bonds,	$5,000.00	$6,050.00	$3,306.25	
Chi., B. & Q. R. R. stock,	10,000.00	10,700.00	15,000.00	
B. & M. C. C. & S. M. Co. stock,	2,500.00	5,050.00		
A., T. & S. Fe 5 p. c. bonds,	7,000.00	6,650.00		
Lin. (Neb) St. R. R. 5 p. c. b.,	5,000.00	5,000.00	12,000.00	
Chi. & W. Ind. R. R. 6 p. c., gen. mort. bonds.,	10,000.00	12,000.00		
Essex Building Co. stock,	20,000.00	20,000.00	15,000.00	
Totals,	$59,500.00	$65,450.00	$45,306.25	45,306.25

Cash in Company's principal office,	528.19
Cash in bank,	11,851.07
Interest due and accrued on stocks,	2,250.00
Interest due and accrued on collateral loans,	753.90
Gross premiums in due course of collection,	13,553.17
Bills receivable not matured taken for premiums,	18,348.67
Reinsurance due Company,	626.11
All other property,	6,145.86
Premiums unpaid (more than three months due), $1,911.15	
Assets of the Company at their actual value,	$595,887.81

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$29,559.66	
Losses resisted,	1,000.00	
Gross amount of unpaid losses,	$30,559.66	
Deduct reinsurance,	2,875.00	
Net amount of unpaid losses,		$27,684.66
Unearned premiums on risks, one year or less,	$76,514.64	
Unearned premiums on risks, more than one year,	63,599.92	
Unearned premiums on marine risks,	32,685.73	
Unearned premiums as computed above,		172,800.29

Commissions and brokerage,	2,836.94
Cash dividends to stockholders remaining unpaid,	78.00
Due for salaries, rent, advertising, etc.,	2,567.44
Return premiums and reinsurance,	2,183.86
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$208,151.19
Capital stock,	300.000.00
Surplus beyond all liabilities,	87,736.62
Total liabilities, including capital and surplus,	$595,887.81

IV. INCOME DURING THE YEAR.

	Fire.	Marine.	
Premiums received in cash,	$261,243.33	$47,282.20	
Deduct reinsurance, rebate, abatement, and return premiums,	48,209.73	2,340.30	
Actual cash premiums,	$213,033.60	$44,941.90	$257,975.50
Notes received for premiums, unpaid,		16,048.36	
Interest on loans and bonds, and dividends on stock,			23,877.00
Actual cash income,			$281,852.50

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine.	
Amt. pd. for losses (inc. $17,924.57 occurring in previous years),	$168,976.25	$54,053.74	
Deduct salvage and reinsurance,	7,411.97	48.62	
Net amount paid for losses,	$161,564.28	$54,005.12	$215,569.40
Cash dividends,			9.036.00
Commissions and brokerage,			52,768.44
Salaries, fees, etc.,			24,145.35
Taxes,			6.040.41
All other payments,			19,653.37
Actual cash expenditure,			$327,212.97

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$23,631,451	$253,298.33
Written or renewed during the year,	22,855,865	260,526 09
Totals,	$46,487,296	$513,824.42
Deduct those expired and marked off,	20,692,482	218,485 03
In force at the end of the year,	$25,794,814	$295,339.39
Deduct amount reinsured,	2,198,199	28,012.59
Net amount in force,	$23,596,615	$267,326.80

	Marine and Inland	Premiums.
In force at the end of the year,	$1,562,930.00	$32,685.73

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$12,672,052	$153,029 28	1 2	$76,514.64
1888....	Two years,	115,951	949.21	1-4	237.30
1889....		38,105	500.97	3-4	375.73
1887....	Three years,	1,579,011	14,003.83	1-6	2,333.97
1888....		1,612,403	17,091.62	1-2	8,545.81
1889....		2,032,498	21,890.83	5-6	18,242.36
1886....	Four years,	1,000	14.16	1-8	1.77
1887...		24,717	192.48	3-8	72.18
1888....		20,750	249.95	5-8	156.22
1889...		35,685	365.43	7-8	319.75
1885....	Five years,	723,365	7,553.17	1-10	755.31
1886...		955,912	10,023.20	3-10	3,006.96
1887 ...		1,135,083	11,715.33	5-10	5,857.66
1888....		1,395,538	15,264.38	7-10	10,685.06
1889....		1,242,045	14,351.71	9-10	12,916.54
1887....	Seven years.	10,000	100.00	9 14	64.28
1889....		2,500	31.25	13-14	29.02
Totals,		$23,596,615	$267,326.80	...	$140,114.56

Premiums received since the organization of the Company,	$9,883,143.00
Losses paid since the Company organized,	6,928,073.00
Cash dividends paid stockholders,	2,727,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	7,700.00
Loaned to officers and directors,	3,306.25
Loaned to stockholders not officers,	27,000.00
Losses incurred during the year (fire, $157,036.01; marine and inland, $53,495.83),	210,531.84

Business in Connecticut, 1889.

Fire risks taken (no inland),	$707,688.00
Premiums received,	7,348.52
Losses paid,	1,198.46
Losses incurred,	1,198.46

AMERICAN INSURANCE COMPANY,

NEWARK, N. J.

Commenced Business, April, 1846.

FRED. H. HARRIS, *President.* JAMES H. WORDEN, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$600,000.00
Whole amount of capital actually paid up in cash,.....	600,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...			$349,814.45
Loans on bond and mortgage (first liens), not more than one year's interest due,.....			1,244,423.78
Loans on bond and mortgage (first liens), more than one year's interest due (of which $3,600 is in process of foreclosure),.			4,350.00
Interest due and accrued on bond and mortgage loans,.....			19,745.87
Value of mortgaged premises (insured for $1,435,333), ...		$3,051,075	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS —			
United States 4 per cent., reg.,...	$175,000.00	$220,500.00	
United States 4 per cent., coup.,.	25,000.00	31,500.00	
RAILROAD BONDS —			
No. Hudson Co., (N. J.) first mortgage, 5 p. c., ...	75,000.00	76,875.00	
Totals,.....	$275,000.00	$328,875.00	328,875.00
Cash in Company's principal office,.....			12,778.79
Cash in bank,.....			54,877.17
Interest due and accrued on bonds,.....			2,500.00
Gross premiums in due course of collection,.....			29,043.39
Rents due and accrued,.....			3,786.18
All other property (Company's own stock, market value $108,000)			60,000.00
Gross assets of the Company,.....			$2,110,194.63
Deduct from above as inadmissible —			
Premiums unpaid (more than three months due),.....		$1,610.51	
Company's own stock,.....		60,000.00	
			61,610.51
Assets of the Company at their actual value,.....			$2,048,584.12

III. LIABILITIES.

Losses adjusted and unpaid,	$19,655.76	
Losses reported and unadjusted,	17,627.74	
Losses resisted,	4,173.22	
Gross amount of unpaid losses,	$41,456.72	
Deduct reinsurance thereon,	1,569.32	
Net amount of unpaid losses,		$39,887.40
Unearned premiums on risks, one year or less,	$147,655.90	
Unearned premiums on risks, more than one year,	231,471.83	
Unearned premiums as computed above,		379,127.73
Commissions and brokerage,		4,805.48
Cash dividends to stockholders remaining unpaid,		5,472.40
Cash dividends to policy-holders remaining unpaid,		4,438.00
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$433,731.01
Capital stock,		600,000.00
Surplus beyond all liabilities,		1,014,853.11
Total liabilities, including capital and surplus,		$2,048,584.12

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$513,340.27	
Deduct reinsurance, rebate, abatement, and return premiums,	86,792.39	
Actual cash premiums,		$426,547.88
Interest on mortgages of real estate,		64,328.17
Interest on loans and bonds, and dividends on stocks,		18,402.49
Rents,		5,029.64
Actual cash income,		$514,308.18

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $35,465.25 occurring in previous years),	$234,031.41	
Deduct salvage and reinsurance,	17,805.32	
Net amount paid for losses,		$216,226.09
Cash dividends,		62,622.40
Commissions and brokerage,		70,901.57
Salaries and fees,		43,832.26
Taxes,		16,077.79
All other payments,		37,495.39
Actual cash expenditure,		$447,155.50

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$83,275,360	$713,600.81
Written or renewed during the year,	66,766,337	518,572.11
Totals,	$150,041,697	$1,232,172.92
Deduct those expired and marked off,	69,928,366	472,190.30
In force at the end of the year,	$80,113,331	$759,982.62
Deduct amount reinsured,	3,323,783	30,760.96
Net amount in force,	$76,779,548	$729,221.66

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$29,259,091	$295,311.81	1-2	$147,655.90
1888....	Two years,	139,528	1,096.39	1-4	274.09
1889....		315,574	1,677.42	3-4	1,258.05
1887....	Three years,	9,365,391	82,012.00	1-6	13,668.66
1888....		9,979,448	89,749.03	1-2	44,874.51
1889....		13,091,199	100,850.14	5-6	84,041.75
1886 ...	Four years,	57,658	559.46	1-8	69.93
1887....		126,850	932.18	3-8	349.56
1888....		123,400	1,014.17	5-8	633.85
1889....		248,725	1,941.94	7-8	1,699.19
1885....	Five years,	2,107,819	22,716.13	1-10	2,271.61
1886....		2,487,471	27,631.08	3-10	8,289.30
1887....		2,834.010	31,738.27	1-2	15,869.13
1888....		3,041,375	33,101.32	7-10	23,170.92
1889....		3,602,009	38,890.32	9-10	35,001.28
Totals,		$76,779,548	$729,221.66	...	$379,127.73

Premiums received since the organization of the Company,	$6,251,634.10
Losses paid since the Company organized,	2,262,095.10
Cash dividends paid stockholders,	1,668,210.26
Stock dividends declared,	600,000.00
Stock owned by the directors at par value,	53,020.00
Losses incurred during the year,	222,041.16

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,740,923.00
Premiums received,	16,094.05
Losses paid,	3,533.80
Losses incurred,	3,625.55

AMERICAN FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, May, 1857.

DAVID ADEE, *President.* WILLIAM H. CROLIUS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized...	$400,000.00
Whole amount of capital actually paid up in cash,.....	400,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,.....		$24,220.00
Interest accrued on bond and mortgage loans,.....		248.03
Value of mortgaged premises (insured for $24,220),.....	$62,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States Legal Tender notes,	$25,000.00	$25,000.00
United States 4 p. c., registered,	300,000.00	381,000.00
United States 4½ p. c., "	100,000.00	105,500.00
RAILROAD BONDS—		
Delaware & Hudson Canal Co.,.	50,000.00	52,500.00
West Shore R. R.,.....	25,000.00	26,437.00
RAILROAD STOCKS—		
Delaware & Hudson Canal Co.,.	20,800.00	30,680.00
Rensselaer & Saratoga,.....	40,000.00	74,000.00
BANK STOCKS—		
National Bank of Commerce,...	10,000.00	19,800.00
American Exchange National,...	25,000.00	41,250.00
Merchants National,.....	20,000.00	32,000.00
Bank of State of New York,....	6,000.00	6,900.00
Third National, New York,.....	10,000.00	12,500.00
Mercantile Trust Co.,.....	10,000.00	25,000.00
Phœnix National,.....	4,000.00	5,600.00

	Par Value.	Market Value.	
MISCELLANEOUS—			
Consolidated Gas Co.,	71,000.00	66,030.00	
Lake Gas Co. bonds,	30,000.00	31,200.00	
Totals,	$746,800.00	$935,397.00	935,397.00

Loans on Collateral.

	Par. Val.	Market Val.	Amt. Loaned.	
Equitable Life Assurance Soc.,	$2,000	$5,000	$4,000	
Real Estate and Auc. room lien,	2,000	2,080	1,500	
American Exchange Nat. Bank,	800	1,320	750	
Albany & Sus. bonds,	3,000	3,720	60,000	
Albany & Sus. stock,	10,000	16,500		
Del. & Hud. Canal Co. stock,	47,400	69,204		
Union Trust Co.,	6,000	39,000	31,000	
Kings Co. E. R. R. Co. bonds,	6.000	6,360		
Hanover National Bank stock,	3,000	9,900	5,000	
Lake Gas Co., Chicago, bonds,	3,000	3,120	2,500	
Hackensack Water Co. bonds,	6,000	6,240	5,000	
Met. Trust Co., certificate of dep.	50,000	50,000	50,000	
Totals,	$139,200	$212,444	$159,750	159,750.00

Cash in Company's principal office,	19,416.24
Cash in bank,	62,189.56
Interest due and accrued on collateral loans,	1,328.56
Gross premiums in due course of collection,	77,660.51
Premiums unpaid (payable direct to home office),	19,221.14
Reinsurance due,	1,410.99
Assets of the Company at their actual value,	$1,300,842.03

III. LIABILITIES.

Losses adjusted and unpaid,	$46,618.44	
Losses reported and unadjusted,	None.	
Losses resisted,	None.	
Gross amount of unpaid losses,		$46,618.44
Unearned premiums on risks, one year or less,	$244,173.09	
Unearned premiums on risks, more than one year,	147,619.37	
Unearned premiums as computed above,		391,792.46
Commissions and brokerage,		13,814.33
Principal unpaid on scrip or certificate of profits,		2,309.00
Interest due and remaining unpaid,		6,118.58
Due for rent,		2,250.00
Return premiums,		13,768.82
Special deposits in other States in excess of present liabilities therein,		None.
Liabilities except capital, special funds, and surplus,		$476,671.63

Capital stock,		400,000.00
Speeial reserve fund of stockholders,		200,000.00
Guaranty surplus fund,		200,000.00
Surplus beyond all liabilities,		24,170.40
Scrip outstanding,	$306,442.00	
Total liabilities, including capital, special funds, and surplus,		$1,300,842.03

IV. INCOME DURING THE YEAR.

Premiums reeeived in cash,	$673,483.48	
Deduct reinsurance, rebate, abatement, and return premiums,	87,545.62	
Actual cash premiums,		$585,937.86
Interest on mortgages of real estate,		3,247.00
Interest on loans and bonds, and dividends on stocks,		49,468.40
Actual cash income,		$638,653.26

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $32,378.31 occurring in previous years),	$443,289.69	
Deduct salvage and reinsurance,	64,078.59	
Net amount paid for losses,		$379,211.10
Cash dividends,		40,000.00
Scrip or certifieates of profits redeemed,		1,358.88
Commissions and brokerage,		126,385.40
Salaries and fees,		57,357.38
Taxes,		6,744.23
All other payments,		74,064.22
Actual cash expenditure,		$685,121.21

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$100,519,813	$671,067.17
Written or renewed during the year,	103,411,495	748,785.16
Totals,	$203,931,308	$1,419,852.33
Deduct those expired and marked off,	98,635,627	589,525.63
In force at the end of the year,	$105,295,681	$830,326.70
Deduct amount reinsured,	12,673,143	76,680.91
Net amount in force,	$92,622,538	$753,645.79

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$51,463,412	$488,346.17	1-2	$244,173.09
1888....	Two years,.....	396,960	2,788.42	1-4	697.10
1889....		281,986	1,362.14	3-4	1,021.59
1887....	Three years,...	12,307,904	53,618.59	1-6	8,936.44
1888....		12,082.104	69,038.18	1-2	34,519.09
1889....		10,070,089	74,840.11	5-6	62,366.75
1886....	Four years,....	70,700	506.37	1-8	63.30
1887....		116,217	516.56	3-8	193.71
1888....		98,496	928.41	5-8	580.25
1889....		51,700	480.61	7-8	420.56
1885....	Five years,.....	397,642	3,979.45	1-10	397.94
1886....		711.474	7,647.99	3-10	2,294.37
1887....		1,308,942	12,798.39	1-2	6,399.20
1888....		1,515,949	16,929.42	7-10	11,850.59
1889....		1,748,963	19,864.98	9-10	17,878.48
Totals,.....		$92,622,538	$753,645.79	...	$391,792.46

Premiums received since the organization of the Company,....	6,372,852.86
Losses paid since the Company organized,.....	2,439,309.00
Cash dividends paid stockholders,.....	1,231,000.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	110,000.00
Losses incurred during the year,.....	413,286.36
Loaned to stockholders and officers,.....	103,250.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$2,304,638.00
Premiums received, ...	25,413.52
Losses paid, ...	6,021.87
Losses incurred,.....	6,556.87

AMERICAN FIRE INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, March, 1810.

THOS. H. MONTGOMERY, *President.* RICHARD MARIS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$500,000.00
Whole amount of capital actually paid up in cash,.....	500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$230,100.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		993,703.40
Interest due and accrued on bond and mortgage loans,.....		17,506.72
Value of lands mortgaged,.....	$967,940.00	
Buildings (insured for $809,482),.....	1,269,400.00	
Total,.....	$2,237,340.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS —		
U. S. Currency, 6 p. c., 1898,....	$30,000.00	$37,200.00
Georgia, 4½ p. c.,.....	25,000.00	30,250.00
MUNICIPAL BONDS —		
City of Portland, water,.....	50,000.00	57,500.00
Borough of Bellefonte, Pa., 7 p.c.,	500.00	550.00
RAILROAD BONDS —		
Northern Pacific, 1921, 6 p. c.,...	40,000.00	47,000.00
Northern Pacific, 1903, 7 p. c.,..	50,000.00	68,000.00
Sham. Val. & Potts., 1901,.....	20,000.00	26,000.00
Phil. & Reading, 2d preference,.	2,000.00	1,100.00
Phil. & Reading, 4 p. c., 1958,..	112,000.00	99,400.00
N. Y., L. & W., 6 p. c.,.....	25,000.00	34,000.00
Steub. & Ind. 1st m., 5 p. c.,....	50,000.00	53,000.00
Pennsylvania con. m., 1905,.....	20,000.00	24,800.00
Pennsylvania gen. m., 1910,.....	42,000.00	55,860.00
Philadelphia & Erie, 1920,.....	20,000.00	23,000.00
Hunt. & Br'd T. 5 p. c., 1895,...	10,000.00	10,375.00
Ph., Wil. & Baltimore, 1892,....	10,000.00	11,000.00
N. Y. & Long Branch, 1931,....	15,000.00	15,750.00
Belt R. & Stock Yard, 1911,.....	20,000.00	21,060.00
Chic. & Western Indiana, 1919,..	30,000.00	32,981.85
Corn., Cow. & Ant., 6 p. c., 1890,	20,000.00	21,400.00
Phil. & R. 5 p. c. m., 1st ser., 1922,	25,500 00	25,404.37
Phil. & Reading, 3d preference,.	5,000.00	2,300.00
Delaware & Ches., 4 p. c.,.....	5,000.00	4,483.34
Lehigh Valley, 6 p. c., 1923,....	51,000.00	69,360.00
Virginia & Tennessee, 5 p. c.,...	25,000.00	27,500.00
Phil. & Reading, 1st preference,.	20,000.00	15,600.00
Allegheny Valley, 7 3/10 p. c.,.....	10,000.00	11,400.00
Northern Central con. m., 1900,.	30,000.00	31,800.00
Northern Pacific & Montana,....	30,000.00	31,500.00
Penn. & N. Y. Canal & R. R.,...	50,000.00	58,000.00
Wabash, 2d m., 1939,.....	23,000.00	18,400.00
MISCELLANEOUS —		
Middlesex Bank Co. deb. b. 6 p.c.,	25,000.00	25,125.00
Lehigh Coal & Navigation Co.'s bonds, 1897,.....	20,000.00	22,800.00
Penn. Car Trust "C",.....	50,000.00	50,625.00

	Par Value.	Market Value.	
Mortgage Trust Co.'s deb. bonds, 5 p. c.,	25,000.00	25,625.00	
Totals,	$986,000.00	$1,090,149.56	1,090,149.56

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Lehigh Valley R. R. stock,	$1,050	$1,105.13	$5,000	
Cam. & Atlantic R. R. b'ds,	1,000	1,100.00		
United States 4 p. c. bonds,	3,000	3,821.25		
Lykens Valley R. R. stock,	520	780.00	6,000	
Pennsylvania " "	650	689.00		
" " "	5,000	5,300.00		
" " "	2,550	2,703.00		
Metrop'l. Traction Co.'s st'k,	20,000	16,800.00	15,000	
Kings Co. El. R'y Co. b'ds,	2,000	2,100.00		
Phil. & Read. R.R. Co.'s st'k,	15,000	5,775.00	6,000	
No. Pac. & Mont. R. R. b'ds,	1,000	1,050.00		
Kings Co. El. R'y Co. b'ds,	1,000	1,050.00		
Ins. Co. State of Penn. st'k,	2,600	5,850.00	7,500	
Connellsville G. C. Co. st'k,	810	1,822.50		
Del. Mut. Ins. Co. stock,	275	594.00		
East Penn. R. R. Co. stock,	2,500	2,500.00	3,500	
Logan Coal & Iron Co. st'k,	1,500	1,050.00		
Greenwood Mtg. Lehigh Coal and Navigation Co. bonds,	7,000	7,630.00	12,000	
Leh. Coal & Nav. Co.'s c.m. b's	5,000	6,500.00		
Huntg. & Bd. Top pfd. stock,	5,000	4,500.00	20,000	
No. Pacific com. stock,	60,000	18,330.00		
Phila. & Read'g R.R. Co. st'k,	5,000	1,925.00		
Phil. & Read'g 2d pfd. bonds,	40,000	22,300.00	20,000	
" " stock,	5,000	1,925.00		
Charlest'n, S.C., Min. Co. st'k,	20,000	25,000.00	20,000	
" " "	20,000	25,000.00	20,000	
Phila. & Read'g 1st pfd. b'ds,	17,000	13,515.00	15,000	
Denver & Rio Grande stock,	10,000	4,900.00		
Totals,	$254,455	$185,614.88	$150,000	150,000.00

Cash in Company's principal office,	26,133.24
Cash in bank,	103,192.85
Interest due and accrued on collateral loans,	1,793.99
Gross premiums in due course of collection,	25,325.75
Rents due and accrued, and ground rents,	8,382.42
Assets of the Company at their actual value,	$2,646,287.93

III. LIABILITIES.

Losses adjusted and unpaid,	$21,609.80	
Losses reported and unadjusted,	116,399.55	
Losses resisted,	39,318.30	
Gross amount of unpaid losses,		$177,327.65
Unearned premiums on risks, one year or less,	$651,181.42	
Unearned premiums on risks, more than one year,	436,980.76	
Unearned premiums as computed above,		$1,088,162.18
Reclaimable on perpetual fire policies,		465,232.06
Commissions and brokerage,		3,617.96
Special deposits in other States, in excess of present liabilities therein,		65,408.96
All other liabilities,		2,331.29
Total liabilities, except capital and surplus,		$1,802,080.10
Capital stock,		500,000.00
Surplus beyond all liabilities,		344,207.82
Total liabilities, including capital and surplus,		$2,646,287.93

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,862,553.00	
Deduct reinsurance, rebate, abatements, and return premiums,	249,173.89	
Actual cash premiums,		$1,613,379.11
Interest on mortgages of real estate,		51,139.03
Interest on loans and bonds, and dividends on stocks,		50,722.27
Rents, From all other sources,		57,332.78
Deposit premiums received for perpetual risks,	$36,171.90	
Actual cash income,		$1,772,573.19

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $163,638.02 occurring in previous years),	$989,427.04	
Deduct salvage and reinsurance,	None.	
	$989,427.04	
Add amount paid for losses under perpetual policies,	18,112.31	
Net amount paid for losses,		$1,007,539.35
Cash dividends,		50,345.00
Commissions and brokerage,		299,227.24
Salaries and fees,		205,241.89
Taxes,		36,113.45
All other payments,		22,465.19
Deposit premiums returned on perpetual risks,	$12,452.59	
Actual cash expenditure,		$1,620,932.12

VI. MISCELLANEOUS.

Risks and Premiums (Exclusive of Perpetuals.)

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$158,590,030	$1,954,848.23
Written or renewed during the year,	163,325,692	1,849,923.31
Totals,	$321,915,722	$3,804,771.54
Deduct those expired and marked off,	141,136,985	1,669,620.52
In force at the end of the year,	$180,778,737	$2,135,151.02
Deduct amount reinsured,	6,385,669	79,098.82
Net amount in force,	$174,393,069	$2,056,052.20

Perpetual Risks.

	Risks.	Total Deposits.
Perpetual risks in force on the 31st December, 1888,	$17,959,433	$481,037.09
Perpetual risks written during the year,	1,407,944	36,171.90
Totals,	$19,367,377	$517,208.99
Deduct those marked off,	473,206	12,452.59
In force December 31, 1889,	$18,894,171	$504,756.40

Recapitulation of Fire Risks and Premiums (excluding Perpetuals).

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889–90...	One year,	$113,434,227	$1,381,461.65	1-2	$690,730.83
1888–90...	Two years,	45,500	323.47	1-4	80.87
1889–91...	Two years,	632,363	5,139.95	3-4	3,854.96
1887–90...	Three years,	7,784,620	68,540.81	1-6	11,423.47
1888–91...	Three years,	16,104,080	180,882.66	1-2	90,441.33
1889–92...	Three years,	14,192,018	156,533.05	5-6	130,444.21
1888–92...	Four years,	65,500	498.75	5-8	311.72
1889–93...	Four years,	200,507	1,705.69	7-8	1,492.48
1885–90...	Five years,	2,227,327	23,038.05	1-10	2,303.80
1886–91...	Five years,	4,446,134	54,334.51	3-10	16,300.35
1887–92...	Five years,	6,981,120	85,732.97	1-2	42,866.49
1888–93...	Five years,	7,416,316	87,591.21	7-10	61,313.84
1889–94...	Five years,	6,710,311	79,755.00	9-10	71,779.50
1883–90...	Seven years,	116,932	2,349.45	1-14	167.82
1884–91...	Seven years,	46,850	850.09	3-14	182.16
1885–92...	Seven years,	59,350	1,215.00	5-14	433.93
1886–93...	Seven years,	36,400	573.75	1-2	286.88
1887–94...	Seven years,	38,000	1,123.75	9-14	722.43
1888–95...	Seven years,	68,750	1,067.96	11-14	839.10
1889–96...	Seven years,	32,142	692.79	13-14	643.30
1882–90...	Eight years,	500	20.00	1-16	1.25

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1881-91...	Ten years,...	5,000	150.00	3-20	22.50
1882-92...		22,000	233.00	5-20	58.25
1883-93...		10,050	262.25	7-20	91.78
1884-94...		5,000	50.00	9-20	22.50
1886-96...		7,672	126.76	13-20	69.71
1887-97...		2,000	12.00	15-20	9.00
1888-98...		25,000	250.00	17-20	212.50
1889-99...		63,068	636.45	19-20	604.63
Totals, ...		$180,778,737	$2,135,151.02	....	$1,127,711.59
Deduct reinsurance,...		6,385,668	79,098.82	....	39,549.41
		$174,393,069	$2,056,052.20	....	$1,088,162.18

Premiums received since the organization of the Company,...	$17,580,275.82
Losses paid since the Company organized,.....	10,106,206.97
Cash dividends declared,.....	2,470,975.50
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	21,800.00
Losses incurred during the year,.....	1,021,228.98

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,.....	$57,500.00	$6,829.05	$50,670.95
Oregon,.....	30,250.00	15,511.99	14,738.01
Totals,...	$87,750.00	$22,341.04	$65,408.96

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$3,335,352.00
Premiums received,.....	32,187.98
Losses paid,.....	8,658.49
Losses incurred,.....	5,784.14

AMERICAN CENTRAL INSURANCE COMPANY,

ST. LOUIS, MO.

Commenced Business, February, 1853.

GEORGE T. CRAM, *President.* CHARLES CHRISTENSEN, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$600,000.00
Whole amount of capital actually paid up in cash,.....	600,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...	$500,000.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
STATE BONDS—			
Missouri 6 p. c.,	$178,000.00	$190,000.00	
COUNTY AND MUNICIPAL BONDS—			
Marion Co., Mo., funding 6 p. c.,	1,000.00	1,000.00	
Lafayette Co., funding 6 p. c.,..	2,000.00	2,000.00	
St. Louis County Park, 6 p. c.,..	15,000.00	18,000.00	
Madison Co., Ferry, 7 p. c.,.....	4,000.00	4,000.00	
Pierce City, Mo., school, 6 p. c.,.	3,000.00	3,000.00	
Jerseyville, Ill., 5 p. c.,.....	15,000.00	15,000.00	
De Soto, Mo., 6 p. c.,.....	3,000.00	3,000.00	
RAILROAD BONDS—			
Missouri Pacific, 2d mort., 7 p. c.,	25,000.00	26,000.00	
North Missouri, 1st mort. 7 p. c.,	25,000.00	28,000.00	
BANK STOCKS—			
Bank of Commerce, St. Louis,...	30,000.00	150,000.00	
Commercial, St. Louis, ...	10,000.00	40,000.00	
Third National, St. Louis,.....	13,000.00	15,000.00	
Mechanics, St. Louis,.....	11,000.00	16,000.00	
St. Louis National, St. Louis,....	5,000.00	7,500.00	
Boatmen's Savings,.....	10,000.00	14,000.00	
MISCELLANEOUS—			
Laclede Gas Co's bonds, 5 p. c.,.	23,000.00	20,000.00	
" " stock,.....	5,000.00	2,500.00	
Totals,.....	$378,000.00	$555,000.00	555,000.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Bank of Com. St. Louis stock,	$15,000	$75,000	$50,000	
Broadway Real Estate Co. st'k,	150,000	150,000	75,000	
Totals, ...	$165,000	$225,000	$125,000	125,000.00

Cash in Company's principal office,.....	2,554 86
Cash in bank,.....	67,781.38
Gross premiums in due course of collection,.....	94,017.25
Assets of the Company at their actual value,.....	$1,344,353.49

III. LIABILITIES.

Losses adjusted and unpaid,.....	$10,152.36	
Losses reported and unadjusted,.....	51,724.50	
Losses resisted,.....	10,349.67	
Gross amount of unpaid losses,.....	$72,226.53	
Deduct reinsurance,.....	5,700.00	
Net amount of unpaid losses,.....		$66,526.53

Unearned premiums on risks, one year or less,	$196,213.73	
Unearned premiums on risks, more than one year,	226,792.06	
Unearned premiums as computed above,		423,005.79
Commissions and brokerage,		14,102.59
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$503,634.91
Capital stock,		600,000.00
Surplus beyond all liabilities,		240,718.58
Total liabilities, including capital and surplus,		$1,344,353.49

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$640,796.65	
Deduct reinsurance, rebate, abatement, and return premiums,	105,190.42	
Actual cash premiums,		$535,606.23
Interest on loans and bonds, and dividends on stocks,		35,869.51
Rents,		25,388.43
Actual cash income,		$596,864.17

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $56,650.56 occurring in previous years),	$342,755.51	
Deduct salvage and reinsurance,	23,680.91	
Net amount paid for losses,		$319,074.60
Cash dividends,		57,000.00
Commissions and brokerage,		73,454.10
Salaries, fees, etc.,		51,469.14
Taxes,		10,751.98
All other payments,		85,571.55
Actual cash expenditure,		$597,321.37

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$62,970,262	$803,101.33
Written or renewed during the year,	51,802,642	656,122 68
Totals,	$114,772,904	$1,459,224.01
Deduct those expired and marked off,	50,738,612	619,997.85
In force at the end of the year,	$64,034,292	$839,226.16
Deduct reinsurance,	2,241,362	32,668.46
Net amount in force,	$61,792,930	$806,557.70

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$28,493,129	$392,427.46	1-2	$196,213.73
1888....	Two years,.....	329,325	3,658.37	1-4	914.59
1889....		160,432	1,964.57	3-4	1,473.43
1887....	Three years,.....	6,094,385	72,381.17	1-6	12,063.53
1888....		6,533,036	74,213.30	1-2	37,106.65
1889....		8,382,592	96,822.30	5-6	80,685.25
1886....	Four years,.....	61,460	640.56	1-8	80.07
1887....		143,650	1,399.29	3-8	524.73
1888....		175,666	1,407.85	5-8	879.90
1889....		209,018	1,628.77	7-8	1,425.18
1885....	Five years,.....	1,468,005	20,858.87	1-10	2,085.88
1886....		1,852,588	25,353.26	3-10	7,605.97
1887....		2,356,055	35,060.37	1- 2	17,530.19
1888....		2,357,630	32,253.52	7-10	22,577.46
1889....		3,175,959	46,488.04	9-10	41,839.23
Totals, ...		$61,792,930	$806,557.70		$423,005.79

Premiums received since the organization of the Company,....	$11,405,678.78
Losses paid since the Company organized, ...	5,960,934.02
Cash dividends paid stockholders,.....	810,972.40
Stock dividends declared,.....	81,250.00
Stock owned by directors at par value,.....	64,175.00
Losses incurred during the year,.....	320,100.90

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$377,030.00
Premiums received,.....	4,336.94
Losses paid,.....	2,955.40
Losses incurred,.....	1,575.40

ANGLO-NEVADA ASSURANCE CORPORATION,

SAN FRANCISCO, CAL.

Commenced Business, December, 1885.

LOUIS SLOSS, *President*. Z. P. CLARK, *Secretary*.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$2,000,000.00
Whole amount of capital actually paid up in cash,.....	2,000,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$973,750.00
Interest accrued on bond and mortgage loans,		32,376.56
Value of lands mortgaged,	$2,242,000.00	
Buildings (insured for $159,000),	220,000.00	
Total,	$2,462,000.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL BONDS—			
City of Portland, Oregon, water,	$50,000.00	$59,055.55	
RAILROAD BONDS—			
S. P. R. R. of Arizona 6 p. c.,	695,000.00	741,912.50	
Sutter Street R. R. 1st m.,	100,000.00	106,833.33	
Northern R. R. Co. of Cal. 1st m. 6 p. c.,	50,000.00	56,000.00	
S. F. & N. P. R. R. 1st m.,	50,000.00	50,000.00	
Powell St. R. R. Co. m. gold 6 p. c.,	40,000.00	48,800.00	
MISCELLANEOUS—			
Omnib's Cable Co., 1st m. 6 p. c.,	50,000.00	60,750.00	
Los Ang. C. W. Co., 1st m. 6 p. c.,	20,000.00	21,200.00	
Contra Costa W. Co., 1st m.,	25,000.00	25,500.00	
Totals,	$1,080,000.00	$1,170,051.38	1,170,051.38
Cash in Company's principal office,			10,720.67
Cash in bank,			170,218.60
Gross premiums in due course of collection,			204,324.03
Bills receivable not matured taken for premiums,			3,760.80
Reinsurance due,			4,350.95
Assets of the Company at their actual value,			$2,569,552.99

III. LIABILITIES.

Losses adjusted and unpaid,	$16,879.58	
Losses reported and unadjusted,	52,013.59	
Losses resisted,	None.	
Gross amount of unpaid losses,	$68,893.17	
Deduct reinsurance,	803.08	
Net amount of unpaid losses,		$68,090.09
Unearned premiums on risks, one year or less,	$291,383.60	
Unearned premiums on risks, more than one year,	138,761.94	
Unearned premiums on inland navigation risks,	5,491.72	
Unearned premiums on marine risks,	12,975.22	
Unearned premiums as computed above,		448,612.48
Commissions and brokerage,		30,000.00
Return premiums,		5,948.77

Unused balances of bills and notes taken for premiums,	95.54
Cash dividends to stockholders remaining unpaid,	1,067.50
Special deposit in Oregon in excess of present liability therein,	49,719.23
Total liabilities, except impaired capital,	$603,533.61
Capital stock,	2,000,000.00
Impairment of capital,	−33,980.62
Total liabilities, including impaired capital,	$2,569,552.99

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$1,209,107.79	$162,573.80	
Deduct reinsurance, rebate, abatements, and return premiums,	402,946.17	76,296.14	
Actual cash premiums,	$806,161.62	$86,277.66	$892,439.28
Interest on mortgages of real estate,			50,365.30
Interest on loans and bonds and dividends on stocks,			74,268.91
Actual cash income,			$1,017,073.49

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. pd. for losses (inc. $48,710.07 occurring in previous years),	$749,561 69	$81,196.28	
Deduct salvage and reinsurance,	111,240 20	28,909.02	
Net amount paid for losses,	$638,321.49	$52,287.26	$690,608.75
Cash dividends,			90,000.00
Commissions and brokerage,			162,143.66
Salaries and fees,			85,963.59
Taxes,			10,387.28
All other payments,			117,682.43
Actual cash expenditure,			$1,156,785.71

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$73,084,939	$994,486.77
Written or renewed during the year,	78,813,983	1,266,715.10
Totals,	$151,898,922	$2,261,201.87
Deduct those expired and marked off,	84,354,168	1,242,726.66
In force at the end of the year,	$67,544,754	$1,018,475.21
Deduct amount reinsured,	11,007,798	183,059 89
Net amount in force,	$56,536,956	$835,415.32

	Marine and Inland.	Premiums.
In force at the end of the year,	$1,436,758	$23,958.66

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$38,684,481	$582,767.32	1-2	$291,383.60
1888....	Two years,.....	104,983	1,264.49	1-4	316.12
1889....		104,180	1,443.41	3-4	1,082.56
1887....	Three years,....	4,466,447	63,574.66	1-6	10,595.77
1888....		4,366,696	59,540.77	1-2	29,770.38
1889....		5,358,800	78,336.00	5-6	65,279.20
1886....	Four years,....	61,110	536.74	1-8	67.06
1887....		63,207	613.64	3-8	230.10
1888....		75,826	1,238.19	5-8	772.92
1889....		151,470	1,794.92	7-8	1,570.55
1885....	Five years,.....	21,915	329.63	1-10	32.96
1886....		134,955	2,384.20	3-10	715.23
1887....		1,154,731	16,217.91	1-2	8,108.96
1888....		954,928	13,079.25	7-10	9,155.35
1889....		833,227	12,294.19	9-10	11,064.78
Totals,.....	.....	$56,536,956	$835,415.32	...	$430,145.54

Premiums received since the organization of the Company,....	$3,442,065.38
Losses paid since the Company organized,.....	1,851,378.20
Cash dividends paid stockholders,.....	180,000.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	107,500.00
Losses incurred during the year (fire, $644,212.67, marine and inland, $62,776.10),.....	706,988.77

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Oregon,.....	$59,055.55	$9,336.32	$49,719.23

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$715,039 17
Premiums received,.....	8,980.50
Losses paid,.....	7,530.83
Losses incurred,.....	7,530.83

BUFFALO GERMAN INSURANCE COMPANY,

BUFFALO, N. Y.

Commenced Business, February, 1867.

PHILIP BECKER, *President.* OLIVER J. EGGERT, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....		$291,240.04
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		446,025.00
Interest due on bond and mortgage loans,.....		2,072.70
Value of lands mortgaged,.....	$686,968.00	
Buildings (insured for $341,889),.....	570,880.00	
Total,.....	$1,257,848.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
U. S. 4 p. c., reg.,.....,....	$50,000.00	$63,000.00	
MUNICIPAL BONDS—			
City of Buffalo, N. Y.,.....	250,000.00	250,000.00	
City of Buffalo, N. Y., warrants,	20,457.15	20,457.15	
RAILROAD BONDS—			
Buffalo & So. Western, 1st mort.,	36,250.00	36,250.00	
MISCELLANEOUS—			
Tonawanda Gas Co., Tonawanda, N. Y., 1st mortgage bonds,....	25,000.00	25,000.00	
Totals,.....	$381,707.15	$394,707.15	394,707.15

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.
Third Nat. Bank, Buffalo, stk.,	$5,000	$6,250	$10,000
German Bank, " "	6,000	12,000	
Cit. Gas Co., Buff., 1 mort. bds,	30,000	30,000	24,000

	Par Value.	Market Val.	Amt Loaned.	
Cit. Gas Co., Buff., 1 mort. bds,	10,000	10,000	8,000	
Union Fire Ins. Co., Buff., stk.,	2,000	2,200	1,800	
Firemen's F. I. Co., San F., stk.,	4,000	4,000	3,000	
Mfg. & Trad. Bk., Buff., stk.,	3,000	3,750	4,000	
Merchants " " "	2,000	2,500		
Buffalo & S. W. R. R. bonds,	1,500	1,500	1,200	
" " " "	5,500	5,500	4,500	
Cit. Gas Co., Buff., 1 mort. bds,	4,000	4,000	4,000	
Union Fire Ins. Co., Buff., stk.,	1,000	1,100		
Buffalo St. R. R. Co., coupon,	10,000	10,000	8,000	
B.L.,T.& S.Dep.Co.,Buff.,stk.,	3,500	3,500	11,000	
German Bank, Buffalo, stk.,	2,000	4,000		
Buffalo Co-op. Stove Co., stk.,	2,000	2,000		
Buff. Co-op. Brewing Co., stk.,	3,300	4,125		
German-Amer. Bk., Buff., stk.,	2,500	2,500	30,000	
Buffalo Board of Trade, stk.,	2,700	2,970		
Merchants Bank, Buffalo, stk.,	10,000	12,500		
Western Nat. Bank, N.Y., stk.,	20,000	20,000		
German Bank, Buffalo, stk.,	6,000	12,000	6,000	
City of Toledo, Ohio, wat. bds.,	3,000	3,000	1,500	
Totals,	$139,000	$159,395	$117,000	117,000.00

Cash in Company's principal office,	108.14
Cash in bank,	59,258.38
Interest due and accrued on bonds,	1,750.00
Interest due and accrued on collateral loans,	120.00
Gross premiums in due course of collection,	55,281.10
Bills receivable, not matured, taken for premiums,	6,418.46
Rents due and accrued,	784.82
Assets of the Company at their actual value,	$1,374,765.79

III. LIABILITIES.

Losses adjusted and unpaid,	$8,162.52	
Losses reported and adjusted,	8,670 00	
Losses resisted,	1,500.00	
Gross amount of unpaid losses,	$18,332.52	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$18,332.52
Unearned premiums on risks, one year or less,	$140,954 36	
Unearned premiums on risks, more than one year,	181,749.13	
Unearned premiums as computed above,		322,703.49
Commissions and brokerage,		9,426.59
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital, special funds, and surplus,		$350,462.60

Capital stock,	200,000.00
Surplus beyond all liabilities,	424,303.19
Special reserve fund of stockholders,	200,000.00
Guaranty surplus fund,	200,000.00
Total liabilities, including capital, special funds, and surplus,	$1,374,765.79

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$486,641.00	
Deduct reinsurance, rebate, abatement, and return premiums,	88,615.12	
Notes received for premiums, unpaid, $6,418.46		
Actual cash premiums,		$398,025.88
Interest on mortgages of real estate,		22,177.43
Interest on loans and bonds, and dividends on stocks,		21,594.55
Rents,		16,143.70
From all other sources,		2,747.20
Actual cash income,		$460,688.76

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $14,451.21 occurring in previous years),	$263,024.77	
Deduct salvage and reinsurance,	18,820.52	
Net amount paid for losses,		$244,204.25
Cash dividends,		40,000.00
Commissions and brokerage,		82,275.86
Salaries and fees,		20,951.84
Taxes,		7,470.89
All other payments,		26,305.64
Actual cash expenditure,		$421,208.48

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$58,300,088	$612,437.31
Written or renewed during the year,	46,462,216	489,891.71
Totals,	$104,762,304	$1,102,329.02
Deduct those expired and marked off,	43,285,225	460,191.11
In force at the end of the year,	$61,477,079	$642,137.91
Deduct amount reinsured,	1,703,235	13,687.38
Net amount in force,	$59,773,844	$628,450.53

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$26,342,372	$281,908.72	1-2	$140,954.36
1888....	Two years,.....	130,506	1,001.96	1-4	250.49
1889....		21,816	437.09	3-4	327.82
1887....	Three years,...	8,579,258	85,889.59	1-6	14,314.93
1888....		8,805,092	87,675.11	1-2	43,837.55
1889....		9,719,942	97,367.43	5-6	81,139.52
1886....	Four years,....	112,240	1,042.07	1-8	130.26
1887....		100,950	880.97	3-8	330.36
1888....		111,065	1,013.53	5-8	633.46
1889....		96,475	862.65	7-8	754.82
1885....	Five years,.....	734,170	8,898.47	1-10	889.85
1886....		955,310	12,038.94	3-10	3,611.68
1887....		1,136,806	14,417.71	1-2	7,208.85
1888....		1,306,562	15,975.60	7-10	11,182.92
1889....		1,621,280	19,040.69	9-10	17,136.62
Totals,.....		$59,773,844	$628,450.53	...	$322,703.49

Premiums received since the organization of the Company,....	$5,646,882.93
Losses paid since the Company organized,.....	2,819,752.55
Cash dividends paid stockholders,.....	625,925.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	63,000.00
Loaned to officers and directors,.....	172,700.00
Loaned to stockholders not officers,.....	12,200.00
Losses incurred during the year,.....	248,085.56

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$690,409.00
Premiums received,.....	6,670.19
Losses paid,.....	1,423.85
Losses incurred,.....	1,478.21

CALIFORNIA INSURANCE COMPANY,

SAN FRANCISCO, CAL.

Commenced Business, February, 1861.

L. L. BROMWELL, *President.* W. H. C. FOWLER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$600,000.00
Whole amount of capital actually paid up in cash,.....	600,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$106,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due, ...		16,506.27
Interest due on bond and mortgage loans,.....		412.63
Value of lands mortgaged,.....	$32,000.00	
Buildings (insured for, not stated),.....		

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States,.....	$50,000.00	$63,500.00
RAILROAD BONDS—		
Northern Pacific,.....	34,000.00	39,865.00
BANK STOCKS—		
First National, S. F.,.....	30,000.00	52,500.00
Oakland Bank of Savings,.....	27,550.00	38,294.50
Bank of California,.....	27,200.00	78,880.00
Safe Deposit & Trust Co.,.....	15,000.00	7,950.00
Grangers, ...	20,000.00	21,400.00
Wells, Fargo & Co.'s,.....	20,000.00	27,400.00
London, Paris & American,.....	20,000.00	25,000.00
Merced Sec. Savings,.....	Nominal.	7,000.00
MISCELLANEOUS—		
Cal. Wire Works Co.,.....	10,000.00	5,000.00
Contra Costa Water Co.,.....	Nominal.	27,600.00
San Francisco Gas Light Co.,...	16,000.00	8,800.00
Pacific Rolling Mill Co. bonds,..	8,000.00	8,240.00
Pacific Rolling Mill Co. stock,...	20,000.00	20,000.00
San Diego G. & E. Lt. Co. bds.,.	25,000.00	25,750.00
Spring Valley Water Co. stock,.	50,000.00	48,000.00

	Par Value.	Market Value.	
Spring Valley Water Co. b'ds,...	24,000.00	29,760.00	
Oakland G. L. & Heat Co. b'ds,.	25,000.00	25,750.00	
Oakland G. L. & H. Co. stock,..	Nominal	13,800.00	
Totals,.....	$421,750.00	$574,489.50	574,489.50
Cash in Company's principal office,.....			24,519.21
Cash in bank,.....			362,473.47
Interest due and accrued on stocks and bonds,.....			312.97
Gross premiums in due course of collection,.....			127,478.15
Bills receivable, not matured, taken for premiums,.....			35,682.40
Assets of the Company at their actual value,.....			$1,247,874.60

III. LIABILITIES.

Losses adjusted and unpaid,.....	$67,656.00	
Losses reported and unadjusted,.....	19,300.00	
Losses resisted,.....	6,880.00	
Gross amount of unpaid losses,.....	$93,836.00	
Deduct reinsurance,.....	None.	
Net amount of unpaid losses,.....		$93,836.00
Unearned premiums on risks, one year or less,...	$213,688.67	
Unearned premiums on risks, more than one year,	137,937.90	
Unearned premiums on inland navigation risks,.	11,346.98	
Unearned premiums on marine risks,.....	71,731.98	
Unearned premiums as computed above,.....		434,705.53
Commissions and brokerage,.....		6,397.70
Special deposit in another State in excess of present liability therein,.....		53,050.24
Total liabilities, except capital and surplus,.....		$587,989.47
Capital stock,.....		600,000.00
Surplus beyond all liabilities,.....		59,885.13
Total liabilities, including capital and surplus,.....		$1,247,874.60

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,.....	$670,774.34	$285,534.92	
Deduct reinsurance, rebate, abatement, and return premiums,...	138,731.93	112,161.95	
Actual cash premiums,...	$532,042.41	$173,372.97	$705,415.38
Notes received for premiums, unpaid,.....		35,682.40	
Interest on mortgages of real estate,.....			1,132.86
Interest on loans and bonds, and dividends on stocks,.....			48,726.11
Rents,.....			600.00
From all other sources,.....			2,435.10
Actual cash income,.....			$758,309.45

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Iuland.	
Amount paid for losses.....	$390,502.16	$145,031.17	
Deduct salvage and reinsurance,...	None.	None.	
Net amount paid for losses,	$390,502.16	$145.031.17	$535,533.33
Cash dividends,.....			36,000.00
Commissions and brokerage,.....			127,627.13
Salaries and fees,.....			50,697.92
Taxes,.....			18,699.30
All other payments,.....			66,591.87
Actual cash expenditure,.....			$835,149.55

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,.....	$39,746,704	$575,207.74
Written or renewed during the year,.....	50,246,562	682,580.95
Totals,.....	$89,993,266	$1,257,788.69
Deduct those expired and marked off,.....	39,147,159	532,184.96
In force at the end of the year,.....	$50,846,107	$725,603.73
Deduct amount reinsured,.....	3,800,684	61,396.56
Net amount in force,.....	$47,045,423	$664,207.17
	Marine and Inland.	Premiums.
In force at the end of the year,.....	$2,106,654	$94,425.95

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$30,624,454	$427,377.32	1-2	$213,688.67
1888....	Two years,.....	164,707	2,097.53	1-4	524.38
1889....		383,376	4,310.89	3-4	3,233.18
1887....	Three years, ...	2,955,381	42,238.98	1-6	7,039.83
1888....		4,200,775	60,259.99	1-2	30,130.00
1889....		5,467,226	79,423.59	5-6	66,186.31
1886....	Four years, ...	12,838	148.83	1-8	18.61
1887....		12,880	259.10	3-8	97.15
1888....		78,200	946.40	5-8	591.50
1889....		91,075	827.57	7-8	724.13
1885....	Five years,.....	326,760	5,560.47	1-10	556.05
1886....		233,926	4,061.73	3-10	1,218.53
1887....		545,493	8,379.58	1-2	4,194.79
1888....		763,964	11,232.62	7-10	7,862.83
1889....		1,168,868	16,893.23	9-10	15,405.50
1887....	Six years,.....	5,000	60.00	7-10	35.00
1889 ...	Seven years,....	10,500	129.35	13-14	120.11
Totals,.....		$47,045,423	$664,207.17	...	$351,626.57

Premiums received since the organization of the Company,	$7,147,454.25
Losses paid since the Company organized,	3,688,101.90
Cash dividends paid stockholders,	1,258,200.00
Stock dividends declared,	50,000.00
Stock owned by directors at par value,	71,100.00
Losses incurred during the year (fire, $388,102.98; marine and inland, 153,079.25),	541,182.23

Special deposits elsewhere for the exclusive protection of policyholders there:—

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Oregon,	$63,500.00	$10,449.76	$53,050.24

Business in Connecticut, 1889.

Fire risks taken (no inland),	$838,496.00
Premiums received,	9,077.23
Losses paid,	773.76
Losses incurred,	773.76

CITIZENS INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1837.

EDWARD A. WALTON, *President.* FRANK M. PARKER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$2,500,000.00
Whole amount of capital actually paid up in cash,	300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$131,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		74,000.00
Interest due and accrued on bond and mortgage loans,		402.92
Value of lands mortgaged,	$102,500.00	
Buildings (insured for $35,700),	49,500.00	
Total,	$152,000.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States 4 p. c., registered,.	$150,000.00	$189,750.00	
Virginia,	10,000.00	850.00	
RAILROAD BONDS—			
Lake Shore & Mich. Southern,..	50,000.00	63,000.00	
Mo., Kan. & Tex., 1 m. 7 p. c.,..	15,000.00	16,575.00	
Mo., Kan. & T., gen. con., 6 p. c.,	10,000.00	7,250.00	
RAILROAD STOCKS—			
Union Pacific,	20,000.00	13,600.00	
N. Y. C. & H. R.,	20,000.00	21,400.00	
BANK STOCKS—			
National Citizens,	24,500.00	45,325.00	
National Bank of Commerce,	10,000.00	19,500.00	
Union Trust Company stock,	10,000.00	67,500.00	
National Bank of the Republic,..	2,500.00	4,450.00	
MISCELLANEOUS—			
Consolidated Gas Co.'s stock, ...	10,000.00	9,200.00	
Totals,	$332,000.00	$458,400.00	458,400.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
But. & Drov. Nat. Bk.,..	$1,050	$1,942	$900	
L. S. & M. S. R. R. b.,..	40,000	50,000	38,000	
N. Cit. Bk. stk.,	17,500	31,875	16,000	
F. & P. M. R. R. g. b.,..	5,000	6,050	4,000	
N. Y., L. E. & W. 5 p. c. b.	4,000	4,520	3,800	
Nat. Bk. of the Republic,	7,500	13,500	10,000	
Cons. Gas Co., stk.,	10,000	9,300	10,000	
D. D., E. B. & B. R. R. stk,	2,500	3,250		
Man. L. I. Co. stk.,	500	2,000	1,150	
Col. Coal & Iron Co. stk.,	20,000	5,000	15,000	
Mis. & Pac. R. R. stk., ..	15,000	11,175		
St. L. & I. M. R. R. b.,..	28,000	25,200	20,000	
St. L. & I. M. R. R. b.,..	55,000	49,500	100,000	
S. L. & I. M. R. R. 2d m. b.	30,000	32,100		
Mis. & Pac. R. R. stk., ..	60,000	44,700		
Mis. & Pac. R. R. stk.,...	20,000	14,900	10,000	
Mis. & Pac. R. R. stk.,...	20,000	14,900	40,000	
Chic., Burl. & Q. R. R.,.	10,000	10,600		
Chase Nat. Bk. stk.,	10,000	25,000		
S. L., A. & T. 6 p. c. b.,	8,000	7,040	100,000	
R. & W. P. R. R. stk.,...	70,000	70,000		
Cen. R. R. of N. J. stk.,.	60,000	73,200		
M., H. & O. pref. stk.,...	10,000	9,200		
W. U. Tel. stk.,	20,000	16,600		
Totals,	$524,050	$531,552	$368,850.00	368,850.00

Cash in Company's principal office,		9,042.46
Cash in bank,		21,035.14
Interest due and accrued on stocks,		4,532.50
Interest due and accrued on collateral loans,		505.58
Gross premiums in due course of collection,		69,916.80
Premiums payable direct to Home office,		28,309.01
Rents due and accrued,		502.51
Premiums unpaid (more than three months due),	$3,116.72	
Assets of the Company at their actual value,		$1,166,496.92

III. LIABILITIES.

Losses adjusted and unpaid,	$28,211.36	
Losses reported and unadjusted,	28,384.43	
Losses resisted,	3,696.66	
Gross amount of unpaid losses,	60,292.45	
Deduct reinsurance,	1,425.44	
Net amount of unpaid losses,		$58,867.01
Unearned premiums on risks, one year or less,	$254,521.57⅓	
Unearned premiums on risks, more than one year,	236,700.13	
Unearned premiums as computed above, less $8,411.92 for reinsurance,		482,809.78
Commissions and brokerage,		19,645.16
Cash dividends to stockholders remaining unpaid,		178.85
Due for salaries, rent, advertising, etc.,		1,400.00
Return premiums,		700.00
Special deposits in other States in excess of present liabilities therein,		40,672.74
Total liabilities, except capital and surplus,		$604,273.54
Capital stock,		300,000.00
Surplus beyond all liabilities,		262,223.38
Total liabilities, including capital and surplus,		$1,166,496.92

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$722,969.32⅔	
Deduct reinsurance, rebate, abatement, and return premiums,	90,367.16⅔	
Actual cash premiums,		$632,602.16
Interest on mortgages of real estate,		4,402.92
Interest on loans and bonds, and dividends on stocks,		28,389.60
Rents,		6,210.84
Actual cash income,		$671,605.52

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $45,677.77 occurring in previous years),	$368,972.84	
Deduct salvage and reinsurance,	12,909.53	
Net amount paid for losses,		$356,063.31

Cash dividends,	30,093.25
Commissions and brokerage,	124,616.74⅔
Salaries and fees,	46,810.54
Taxes,	14,687.25⅓
All other payments,	90,895.03⅔
Actual cash expenditure,	$663,166.13⅔

VI. MISCELLANEOUS.

Risks and Premiums.

	Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$106,568,208.54	$910,572.05⅓
Written or renewed during the year,	89,958,873.17	743,052.29
Totals,	$196,527,081.71	$1,653,624.34⅓
Deduct those expired and marked off,	81,121,828.47	702,751.23
In force at the end of the year,	$115,405,253.24	$950,873.11⅓
Deduct amount reinsured,	1,825,413.31	16,823.84
Net amount in force,	$113,579,839.93	$934,049.27⅓

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$55,825,620.62	$509,043.14⅓	1-2	$254,521.57⅓
1888....	Two years,	438,729.99	2,185.68	1-4	546.42
1889....	Two years,	551,152.08	2,562.20	3-4	1,921.65
1887....	Three years,	11,185,793.71	83,741.50	1-6	13 956.92
1888....	Three years,	17,490,374.62	110,595.55	1-2	55,297.78
1889....	Three years,	19,273,252.83	123,247.16	5 6	102,705.95
1890....	Three years,	79,075.00	330.94	...	330.94
1886....	Four years,	73,383.34	531.15	1-8	66.40
1887....	Four years,	133,391.66	937.17	3-8	351.44
1888....	Four years,	317,541.67	1,764.65	5-8	1,102.91
1889....	Four years,	123,007.00	1,196.71	7-8	1,047.13
1885....	Five years,	1,849,993.89	21,533.49	1-10	2,153.35
1886 ...	Five years,	1,724,245.66	19,395.96	3 10	5,818.79
1887....	Five years,	2,455,075.01	26,187.95	1 2	13,093.98
1888....	Five years,	1,961,902.16	22,757.02	7-10	15,929.91
1889....	Five years,	1,922,714.00	24,862.84	9 10	22,376.56
Totals,		$115,405,253.24	$950,873.11⅓	...	$491,221.70⅔

Premiums received since the organization of the Company,	$11,316,472.15
Losses paid since the Company organized,	5,535,597.32
Cash dividends paid stockholders,	1,820,550.00
Stock dividends declared,	None.
Stock owned by directors at par value,	71,500.00
Loaned to stockholders not officers,	52,000.00
Losses incurred during the year,	382,187.52

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Georgia,	$31,625.00	$3,409.96	$28,215.04
Virginia,	18,975.00	6,517.30	12,457.70
Totals,	$50,600.00	$9,927.26	$40,672.74

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,804,521.54
Premiums received,	16,814.95
Losses paid,	8,338.42
Losses incurred,	8,338.42

CITIZENS INSURANCE COMPANY,

PITTSBURGH, PENN.

Commenced Business, March, 1850.

WILLIAM G. JOHNSTON, *President.* J. R. SNIVELY, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$500,000.00
Whole amount of capital actually paid up in cash,	500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$108,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		274,775.04
Interest due and accrued on bond and mortgage loans,		5,735.88
Value of lands mortgaged,	$694,500.00	
Buildings (insured for $192,450),		

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL AND COUNTY BONDS —		
Allegheny County Compromise,	$1,000.00	$1,300.00
RAILROAD BONDS —		
Pitts. & Birmingham Passenger,	1,500.00	1,675.00
Pitts., New Castle & Lake Erie,	8,000.00	9,200.00
RAILROAD STOCKS —		
Pitts., McKeesp'rt & Yough'gheny,	10,000.00	12,000.00
BANK STOCKS —		
First National, Allegheny,	10,000.00	16,000.00

	Par Value.	Market Value.	
First National, Pittsburg,.....	8,400.00	14,230.00	
Masonic, Pittsburgh,.....	5,000.00	6,100.00	
Citizens National, Pittsburgh,...	6,250.00	8,000.00	
Merch. & Mfrs. Nat., Pittsburgh,	3,000.00	3,730.00	
Iron City National, "	8,000.00	14,720.00	
Exchange " "	2,750.00	4,565.00	
Allegheny " "	10,000.00	12,600.00	
Duquesne " "	16,500.00	27,225.00	
Third " "	15,500.00	25,575.00	
Marine " "	13,300.00	13,300.00	
Mechanics " "	1,250.00	2,675.00	
Metropolitan " "	10,000.00	10,500.00	
German " Allegheny,	2,500.00	3,925.00	
Safe Deposit Co., Pittsburgh,...	5,000.00	6,300.00	
MISCELLANEOUS—			
Guarantee Co. of North America,	250.00	260.00	
H. C. Frick Coke Co.,.....	10,000.00	10,250.00	
Howard sub. dist. school bonds,	8,000.00	8,400.00	
Sixth Ward " "	5,000.00	6,450.00	
Germ. Evang'l Prot. Church bds.,	5,000.00	5,375.00	
Point Bridge bonds,.....	4,500.00	4,900.00	
Eagle Cotton Mills Co. stock,...	1,000.00	350.00	
N. Y. & Cleveland Gas Co. stock,	750.00	525.00	
Allegheny Insurance Co. stock,..	1,000.00	1,000.00	
Allegheny Bridge Co. stock, ...	2,500.00	8,000.00	
Birmingham Insurance Co. stock,	4,500.00	4,500.00	
Monongahela Insurance Co. stock,	1,250.00	1,250.00	
Totals,.....	$181,700.00	$244,970.00	244,970.00

Loans on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
Fifth Ave. Bank stock,..	$2,500	$2,500	$4,693.40	
Mec. Nat. " " ..	250	535		
Iron City Nat. Bank stk.,	700	1,288		
People's Ins. Co. stock,..	1,750	1,750		
Marine Nat. Bank stock,	1,500	1,500	950.00	
P. C. & St. L. R. Co. bds.,	1,000	1,180	3,000.00	
Mt. Oliver Inc. P. Co. "	2,000	2,100		
Allegheny Gas Co. stock,	6,725	11,350	9,500.00	
Citizen's Nat. Bank stock,	500	640	500.00	
Monon Nav. Co. stock,..	2,100	3,360	4,000.00	
Calumet Coke Co. stock,	5,000	5,000		
Monon Nav. Co. stock,..	2,050	3,280	1,300.00	
Fifth Avenue Bank,.....	10,000	12,500	10,000.00	
Monon Water Co. stock,	5,600	8,064	7,050.00	
Oakland school dist. bds.,	500	500	4,000.00	
Pitts., Al. & Man. Ry. stk,	5,000	25,000		
Totals,.....	$47,175	$80,547	$44,993.40	44,993.40

Cash in Company's principal office,	1,983.69
Cash in bank,	20,505.16
Interest due and accrued on stocks,	826.47
Gross premiums in due course of collection,	26,748.00
Rents due and accrued,	36.68
Assets of the Company at their actual value,	$728,574.32

III. LIABILITIES.

Losses reported and unpaid,	$22,865.52	
Losses reported and unadjusted,	None.	
Losses resisted,	4,652.27	
Gross amount of unpaid losses,		$27,517.79
Unearned premiums on risks, one year or less,	$102,730.99	
Unearned premiums on risks, more than one year,	71,456.38	
Unearned premiums as computed above,		174,187.37
Commissions and brokerage,		4,458.00
Due for salaries, rent, advertising, etc.,		775.29
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$206,938.45
Capital stock,		500,000.00
Surplus beyond all liabilities,		21,635.87
Total liabilities, including capital and surplus,		$728,574.32

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$317,181.53	
Deduct reinsurance, rebate, abatement, and return premiums,	46,850.85	
Actual cash premiums,		$270,330.68
Interest on mortgages of real estate,		10,500.54
Interest on loans and bonds, and dividends on stock,		15,736.13
Rents,		5,597.57
Actual cash income,		$302,164.92

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $17,066.30 occurring in previous years),	$179,456.88
Cash dividends,	None.
Commissions and brokerage,	60,201.24
Salaries and fees,	10,998.84
Taxes,	9,723.80
All other payments,	15,565.30
Actual cash expenditure,	$275,946.06

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$29,400,827	$338,072.30
Written or renewed during the year,	26,844,932	315,929.60
Totals,	$56,245,759	654,001.90
Deduct those expired and marked off,	27,063,391	305,202.25
In force at the end of the year,	$29,182,368	$348,799.65
Deduct amount reinsured,	710,099	8,732.44
Net amount in force,	$28,472,269	$340,067.21

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$15,972,266	$205,461.99	1-2	$102,730.99
1888....	Two years,	96,750	1,213.03	1-4	303.26
1889....		112,320	1,160.20	3-4	870.15
1887....	Three years,	3,114,901	34,845.79	1-6	5,807.63
1888....		3,372,257	31,553.44	1-2	15,776.72
1889 ...		4,492,213	50,753.45	5-6	42,294.54
1886....	Four years,	13,000	129.20	1-8	16.15
1887....		31,534	301.46	3-8	113.04
1888....		68,450	722.00	5-8	451.25
1889....		121,760	1,118.76	7-8	1,078.92
1885....	Five years,	357,360	4,621.25	1 10	462.12
1886....		409,218	4,709.37	3-10	1,412.79
1887....		23,040	298.59	1-2	149.29
1888 ...		69,400	701.50	7-10	491.05
1889....		217,800	2,477.18	9-10	2,229.47
Totals,		$28,472,269	$340,067.21	...	$174,187.37

Premiums received since the organization of the Company,	$3,123,765.00
Losses paid since the Company organized,	1,583,111.62
Cash dividends paid stockholders,	679,000.00
Stock dividends declared,	None.
Stocks owned by directors at par value,	86,650.00
Loaned to officers and directors,	26,950.00
Loaned to stockholders not officers,	12,230.00
Losses incurred during the year,	189,908.37

Business in Connecticut, 1889.

Fire risks taken (no inland),	$241,826.00
Premiums received,	2,753.19
Losses paid,	649.72
Losses incurred,	1,571.15

COMMERCE INSURANCE COMPANY,

ALBANY, N. Y.

Commenced Business, June, 1859.

GARRET A. VAN ALLEN, *President.* RICHARD V. DE WITT, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$500,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$70,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		24,200.00
Value of lands mortgaged,.....	$25,200.00	
Buildings (insured for $25,200),.....	31,300.00	
Total,.....	$56,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States Currency, 1899,....	$100,000.00	$126,000.00	
United States 4 p. c. coupons,...	10,000.00	12,600.00	
BANK STOCKS—			
National Commercial, Albany,..	15,000.00	37,500.00	
First National, Albany,.....	15,000.00	27,000.00	
National Exchange, Albany,....	7,200.00	7,920.00	
Merchant's National, Albany,...	800.00	1,600.00	
Albany City Nat., Albany,.....	7,000.00	7,000.00	
National of Cohoes, N. Y.,.....	5,000.00	6,250.00	
Holland Trust Co., N. Y.,.....	2,500.00	5,375.00	
South End Bank, Albany,.....	5,000.00	5,500.00	
Totals,.....	$167,500.00	$236,745.00	236,745.00

Loan on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
First Nat. Bank of Albany,...	$3,300	$5,940	$3,000	$3,000.00

Cash in Company's principal office,.....	997.42
Cash in bank, ...	13,031.35
Interest due and accrued on stocks and bonds,.....	670.66

Interest due and accrued on collateral loans,		33.50
Gross premiums in due course of collection,		4,825.27
Rents due and accrued,		298.33
Assets of the Company at their actual value,		$353,801.53

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and adjusted,	$13,100.00	
Losses resisted,	1,000.00	
Gross amount of unpaid losses,	$14,100.00	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$14,100.00
Unearned premiums on risks, one year or less,	$42,197.59	
Unearned premiums on risks, more than one year,	28,405.23	
Unearned premiums as computed above,		70,602.82
Commissions and brokerage,		830.63
Return premiums,		221.74
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$85,755.19
Capital stock,		200,000.00
Surplus beyond all liabilities,		68,046.34
Total liabilities, including capital and surplus,		$353,801.53

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$124,127.62	
Deduct reinsurance, rebate, abatement, and return premiums,	18,954.70	
Actual cash premiums,		$105,172.92
Interest on mortgages of real estate,		1,052.73
Interest on loans and bonds, and dividends on stocks,		14,034.60
Rents,		2,145.62
Actual cash income,		$122,405.87

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $12,368.79 occurring in previous years),	$101,843.16	
Deduct reinsurance,	6,136.24	
Net amount paid for losses,		$95,706.92
Cash dividends,		100,000.00
Commissions and brokerage,		19,866.95
Salaries and fees,		11,755.00
Taxes,		7,686.55
All other payments,		6,454.48
Actual cash expenditure,		$241,469.90

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$14,899,931	$156,939.80
Written or renewed during the year,	12,501,854	128,952.89
Totals,	$27,401,785	$285,892.69
Deduct those expired and marked off,	12,896,377	135,075.93
In force at the end of the year,	$14,505,408	$150,816.76
Deduct amount reinsured,	1,142,427	11,121.26
Net amount in force,	$13,362,981	$139,695.50

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889	One year or less,	$8,015,421	$84,395.18	1-2	$42,197.59
1888	Two years,	12,021	110.99	1-4	27.75
1889	Two years,	19,550	172.90	3-4	129.67
1887	Three years,	1,368,937	13,552.80	1-6	2,258.80
1888	Three years,	1,395,244	13,738.82	1-2	6,869.41
1889	Three years,	1,571,652	15,420.21	5-6	12,850.17
1886	Four years,	16,400	164.00	1-8	20.50
1887	Four years,	10,500	120.20	3-8	45.07
1888	Four years,	20,650	211.62	5-8	132.25
1889	Four years,	15,800	154.25	7-8	134.96
1885	Five years,	157,883	1,965.10	1-10	196.51
1886	Five years,	218,826	2,795.85	3-10	838.75
1887	Five years,	176,288	2,249.68	1-2	1,124.84
1888	Five years,	169,368	1,935.51	7-10	1,354.86
1889	Five years,	193,441	2,681.39	9-10	2,413.25
1886	Six years,	1,000	27.00	...	8 44
	Totals,	$13,362,981	$139,695.50		$70,602.82

Premiums received since the organization of the Company,	$4,332,091.00
Losses paid since the Company organized,	2,895,112.00
Cash dividends paid stockholders,	764,000.00
Stock dividends declared,	None.
Stock owned by directors at par value,	39,725.00
Loaned to officers and directors,	None.
Losses incurred during the year,	93,985.28

Business in Connecticut, 1889.

Fire risks taken (no inland),	$489,357.00
Premiums received,	5,190.50
Losses paid,	2,182.31
Losses incurred,	2,175.92

COMMERCIAL INSURANCE COMPANY,

SAN FRANCISCO, CAL.

Commenced Business, March, 1872.

JOHN H. WISE, *President.* CHARLES A. LATON, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,.	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$3,596.90
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		139,125.00
Interest due and accrued on bond and mortgage loans,.....		678.60
Value of lands mortgaged,.....	$495,600.00	
Buildings (insured for $105,050),.....	220,650.00	
Total, ...	$716,250.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL BONDS—			
City of Portland, Oregon, 5 p. c.,	$50,000.00	$58,500.00	
COUNTY BONDS—			
Shasta County, Cal., 7 p. c.,....	17,500.00	18,775.00	
BANK STOCK—			
Merchant's Ex. Bank, in liqd'n,.	190,000.00	42,750.00	
Totals,.....	$257,500.00	$120,025.00	120,025.00
Cash in Company's principal office,.....			8,887.66
Cash in bank,.....			2,902.68
Gross premiums in due course of collection,.....			80,156.75
Bills receivable, not matured, taken for premiums,.....			4,881.40
Balance of assessment of stockholders (all paid since),.....			45,750.00
Assets of the Company at their actual value,.....			$406,003.99

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted,.....	$31,154.81	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....		$31,154.81

Unearned premiums on risks, one year or less,...	$109,546.05	
Unearned premiums on risks, more than one year,	42,286.61	
Unearned premiums on inland navigation risks,..	871.50	
Unearned premiums on marine risks,.....	11,674.85	
Unearned premiums as computed above,.....		164,379.01
Commissions and brokerage,.....		1,507.89
Return premiums,.....		1,587.42
Special deposit in Oregon in excess of present liability therein,		50,588.68
Total liabilities, except capital and surplus,.....		$249,217.81
Capital stock,.....		200,000.00
Impairment of capital,.....		— 43,213.82
Total liabilities, including impaired capital,.....		$406,003.99

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,.....	$543,949.18	$38,070.93	
Deduct reinsurance, rebate, abatements, and return premiums,..	171,251.63	11,596.59	
Actual cash premiums,....	$372,697.55	$26,474.34	$399,171.89
Notes received for premiums unpaid,.....		4,881.40	
Interest on mortgages of real estate,.....			11,861.89
Interest on loans and bonds, and dividends on stocks,.....			24,126.83
Received for assessment on capital,.....		$60,000.00	
Actual cash income,.....			$435,161.61

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. paid for losses (inc. $25,227.44 occurring in previous year),...	$335,626.80	$16,421.26	
Net amount paid for losses,.....			$352,048.06
Cash dividends,.....			12,000.00
Commissions and brokerage,.....			85,576.69
Salaries and fees,.....			34,991.48
Taxes,.....			8,377.17
All other payments,.....			31,814.47
Actual cash expenditure,.....			$524,807.87

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,.....	$24,440,954.00	$343,018.96
Written or renewed during the year,.....	29,794,940.09	462,618.20
Totals,.....	$54,235,894.09	$805,637.16
Deduct those expired and marked off,...	32,131,963.00	489,730.53
In force at the end of the year,... ...	$22,103,931.09	$315,906.63
Deduct amount reinsured,.....	1,061,000.42	21,091.39
Net amount in force,.....	$21,042,930.67	$294,815.24

	Marine and Inland.	Premiums.
In force at the end of the year,	$293,463.00	$13,417.85

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889	One year or less,	$15,945,137.67	$219,092.11	1-2	$109,546.05
1888	Two years,	.....	.....	1-4	.....
1889		.....	.....	3-4	.....
1887	Three years,	1,191,737.00	17,700.58	1-6	2,950.09
1888		1,416,852.00	20,803.34	1-2	10,401.67
1889		1,924,403.00	28,841.23	5-6	24,034.35
1886	Four years,	.....	.....	1-8	.....
1887		.....	.....	3-8	.....
1888		.....	.....	5-8	.....
1889		11,725.00	111.00	7-8	97.13
1885	Five years,	75,155.00	1,258.15	1-10	125.81
1886		55,060.00	725.48	3-10	217.64
1887		127,751.00	2,029.91	1-2	1,014.95
1888		134,319.00	1,915.68	7-10	1,340.98
1889		160,791.00	2,337.76	9-10	2,103.99
Totals,		$21,042,930.67	$294,815.24	...	$151,832.66

Premiums received since the organization of the Company,	$4,408,154.50
Losses paid since the Company organized,	2,453,080.70
Cash dividends paid stockholders,	536,000.00
Stock dividends declared,	80,000.00
Stock owned by directors at par value,	122,300.00
Loaned to officers and directors,	38,000.00
Losses incurred during the year (fire, $340,554.17; marine and inland, $17,421.26),	357,975.43

Special deposits elsewhere for the exclusive protection of policy-holders there : —

State or Country.	Val. of Deposit.	Total liabilities therein.	Excess of Deposit.
Oregon,	$58,500.00	$7,911.32	$50,588.68

Business in Connecticut, 1889.

Fire risks taken (no inland),	$185,055.54
Premiums received,	2,151.17
Losses paid,	2,237.03
Losses incurred,	2,237.03

CONTINENTAL INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, January, 1853.

F. C. Moore, *President.* Cyrus Peck, *Secretary.*

Attorney in Connecticut, Insurance Commissioner.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unincumbered,...		$684,250.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		165,810.00
Interest accrued on bond and mortgage loans,.....		3,308.75
Value of lands mortgaged,.....	$225,400.00	
Buildings (insured for $212,675), ...	241,450.00	
Total,.....	$466,850.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
United States and State Bonds—		
United States reg. 6 p. c. cur.,..	$757,000.00	$946,380.00
United States registered, 4 p. c.,	100,000.00	126,000.00
Alabama, Class A, 1906,.....	10,000.00	10,000.00
South Carolina 6 p. c. con. "Brown," 1893,.....	12,000.00	12,000.00
Georgia 4½ p. c., 1915, ...	25,000.00	26,250.00
Municipal Bonds—		
New York City reg. 3 p. c., 1907,	47,000.00	49,350.00
Railroad Bonds—		
Cedar Rapids, Ia., Falls & N. W. 1st guar. mor. 6 p.c., 1920, reg.,	50,000.00	48,000.00
Central & Bkg. Co. of Ga. tripartite 1st mort. 7 p. c., 1893, reg.,	100,000.00	106,000.00
Chic., Mil. & St. Paul 1st m. 6 p. c., 1910 (Chic. & Pac. div.), reg.,	50,000.00	57,500.00
Chicago, Rock Island & Pacific, coll. and ex. 1st mort. 5 p. c.,	100,000.00	104,000.00

	Par Value.	Market Value.
N. Y Cen. & H. R. deb. 5 p. c.,.	50,000.00	55,000.00
Chicago & N. W. 1st mort. sinking fund 6 p. c., reg. 1929,....	50,000.00	57,500.00
Chic., St. Paul, Minn. & Omaha 1st con. mort. 6 p. c , 1930, reg.,	100,000.00	120,000.00
Columbia & Greenville, 1st mort. 6 p. c., 1916, reg.,.....	50,000.00	51,000.00
Elmira, Cortland & North., pref., 1st mort. 6 p c , 1914, reg.,...	50,000.00	55,000.00
Erie con. 1st m. 7 p. c., 1920, reg.,	50,000.00	67,500.00
Ind., Bloomington & W., pref., 1st mort. 7 p. c., 1900, reg.,...	135,000.00	156,600.00
Milwaukee, L. Shore & Western, 1st con. mort. 6 p. c., 1921, reg.,	100,000.00	123,000.00
Morris & Essex 1st con. guar. m. 7 p. c., 1915, reg.,.....	50,000.00	70,000.00
N. Y., Lackawanna & Western 1st mort. 6 p. c., 1921, reg.,...	50,000.00	65,000.00
N. Y., L. E. & W. 1st mort. 6 p. c., prior lien, 1908, reg.,.....	50,000.00	52,500.00
St. Paul, Minnesota & Manitoba 6 p. c., (Dak. exten.), 1910, reg.,	100,000.00	116,000.00
California Southern 1st m. gold 6 p. c., 1826,.....	50,000.00	50,000.00
Raleigh & Augusta Air Line 1st mort. 6 p. c., 1926,.....	50,000.00	55,000.00
Atlantic & Gulf 1st mort. 7. p. c.. 1897,.....	41,000.00	46,740.00
G'd Rapids, Lansing & Detroit, guar. 1st mort. 5 p. c., 1927,...	50,000.00	47,500.00
Richmond & Danville 1st mort. 6 p. c., 1915, ...	50,000.00	57,500.00
Ga., Carolina & Northern guar. 1st mort. 5 p. c., 1929,.....	25,000.00	25,000.00
Kentucky Central 1st mort. 4 p. c., 1987,.....	50,000.00	42,000.00
Midland of N. J., 1st mort. 6 p. c., 1910, ...	50,000.00	57,000.00
RAILROAD STOCKS—		
N. Y. & Harlem,.....	130,000.00	318,500.00
N. Y. C. and H. R.R.,.....	150,000.00	159,000.00
BANK STOCKS —		
American Exchange National,...	25,000.00	37,500.00
Bank of America,.....	6,900.00	13,800.00
Bowery National,.....	5,000.00	12,500.00
Mechanics National,.....	30,000.00	60,000.00
Mercantile "	25,000.00	50,000.00
Merchants "	17,500.00	26,250.00
Nassau,.....	5,000.00	7,500.00

	Par Value.	Market Value.	
Phœnix National,	7,640.00	10,696.00	
Central Trust Co.,	20,000.00	160,000.00	
Totals,	$2,874,040.00	$3,711,066.00	3,711,066.00

Loans on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
Cent'l Trust Co. Stock,	$10,000.00	$80,000.00	$40,000.00	
B'klyn Trust Co. Stock,	10,000.00	40,000.00		
Totals,	$20,000.00	$120,000.00	$40,000.00	40,000.00
Cash in Company's principal office,				27,451.12
Cash in bank,				249,548.83
Interest due and accrued on stocks,				28,600.20
Interest due and accrued on collateral loans,				1,381.64
Gross premiums in due course of collection,				190,614.70
Bills receivable, not matured, taken for premiums,				107,955.17
Rents due and accrued,				7,787.50
Amt. of instalment notes held and owned by the Co., $1,183,842.67				
Assets of the Company at their actual value,				$5,217,773.91

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$158,375.42	
Losses resisted,	35,335.00	
Gross amount of unpaid losses,	$193,710.42	
Deduct reinsurance,	11,126.16	
Net amount of unpaid losses,		$182,584.26
Unearned premiums on risks, one year or less,	$741,238.52	
Uncarned premiums on risks, more than one year,	1,729,104.72	
Unearned premiums as computed above,		2,470,343.24
Commissions and brokerage,		53,245.56
Principal unpaid on scrip or certificates of profits,		32,335.00
Interest due and remaining unpaid,		6,252.96
Cash dividends to stockholders remaining unpaid,		1,309.00
Special deposit in Georgia in excess of present liability therein,		4,383.02
Total liabilities, except capital, special funds, and surplus,		$2,750,453.04
Capital stock,		1,000,000.00
Special reserve fund of stockholders,		600,000.00
Guaranty surplus fund,		400,000.00
Surplus beyond all liabilities,		467,320.87
Total liabilities, including capital, special funds, and surplus,		$5,217,773.91
Unearned premiums represented by instalment notes,	$1,183,842.67	

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$2,401,377.95	$8,918.04	
Deduct reinsurance, rebate, abatements, and return premiums,	206,310.33	None.	
Actual cash premiums,	$2,195,067.62	$8,918.04	$2,203,985.66
Interest on mortgages and real estate,			9,494.46
Interest on loans and bonds, and dividends on stocks,			188,094.76
Rents,			37,873.54
Actual cash income,			$2,439,448.42

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. paid for losses (inc. $190,339.59 occurring in prev. yrs.),	$1,336,293.99	$6,132.46	
Deduct salvage and reinsurance,	54,817.13	569.56	
Net amount paid for losses,	$1,281,476.86	$5,562.90	$1,287,039.76
Cash dividends,			139,440.50
Scrip or certificates of profit redeemed in cash,			1,753.94
Commissions and brokerage,			438,725.31
Salaries and fees,			261,618.64
Taxes,			48,772.43
All other payments,			156,630.74
Actual cash expenditure,			$2,333,981.32

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$544,886,098	$5,131,090.03
Written or renewed during the year,	276,802,399	2,424,809.33
Totals,	$821,688,497	$7,555,899.36
Deduct those expired and marked off,	290,407,421	2,438,235.97
In force at the end of the year,	$531,281,076	$5,117,663.39
Deduct amount reinsured,	7,938,806	65,995.82
Net amount in force,	$523,342,270	$5,051,667.57

	Marine and Inland.	Premiums.
In force at the end of the year,	None.	Nothing.

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$175,565,647	$1,482,477.04	1-2	$741,238.52
1888....	Two years,.....	1,164,712	3,854.54	1-4	963.63
1889....		957,857	3,788.47	3-4	2,841.36
1887....	Three years,....	55,291,098	402,363.93	1 6	67,060.66
1888....		56,477,504	403,941.24	3 6	201,970.62
1889....		60,464,474	447,269.79	5-6	372,724.83
1886....	Four years, ...	7,946,702	81,753.48	1-8	10,219.19
1887....		4,734,617	50,348.32	3-8	18,880.61
1888....		989,559	9,499.47	5 8	5,937.19
1889....		742,275	5,245.97	7-8	4,590.23
1885....	Five years,.....	36,848,986	517,729.59	1-10	51,772.95
1886....		31,545,288	422,087.14	3-10	126,626.14
1887....		28,676,638	378,999.83	5-10	189,499.92
1888....		30,322,118	403,021.22	7-10	282,114.87
1889....		31,082,695	434,715.37	9-10	391,243.83
Various yrs, more than 5 yrs.,		532,100	4,572.17	Pro rata.	2,658.69
Totals,.....		$523,342,270	$5,051,667.57	...	$2,470,343 24

Premiums received since the organization of the Company,....	$44,835,561.65
Losses paid since the Company organized,.....	24,979,131.57
Cash dividends paid stockholders,.....	4,610,247.36
Stock dividends declared,.....	None.
Losses incurred during the year (fire $1,260,797.93; marine and inland, none),.....	1,260,797.93
Stock owned by directors at par value,.....	152,900.00
Loaned to stockholders not officers,.....	40,000.00
Loaned to officers and directors,.....	41,000.00

Special deposits elsewhere for the exclusive protection of policy-holders there : —

State or Country.	Value of Deposit	Total Liabilities therein.	Excess of Deposit.
Georgia, ...	$26,250.00	$21,866.98	$4,383.02

Scrip.

Balance of scrip outstanding and deliverable to policy-holders,.	$61.00
Limit of scrip accumulation, before any redemption, ...	61.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$5,331,582.00
Premiums received,.....	52,783 90
Losses paid,.....	22,397.82
Losses incurred,.....	22,224.57

DENVER INSURANCE COMPANY,

DENVER, COLORADO.

Commenced Business, May, 1889.

WILLIAM J. BARKER, *President.* J. A. PERKINS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		None.
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		$218,195.00
Interest accrued on bond and mortgage loans,.....		3,314.70
Value of lands mortgaged,.....	$298,350.00	
Buildings (insured for $136,000),.....	227,700.00	
Total,.....	$526,050.00	

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Lotus Club 1st mort. bond,....	$300.00	$300.00	$250	
Note secured by 1st m. on real estate, Montrose Co., Colo.,..	2,500.00	2,500.00	2,500	
Note secured by 1st m. on real estate, W. Weld Co., Colo.,..	1,292.03	1,292.03	1,250	
Note secured by 1st m. on real estate, East Denver, Colo.,...	10,000.00	10,000.00	9,000	
Note secured by 1st m. on real estate, Pueblo, Colo.,.....	1,700.00	1,700.00	1,250	
Note secured by 1st m. on real estate, East Denver, Colo.,...	7,500.00	7,500.00	2,000	
Denver Tramway Co. stock,...	23,600.00	23,600.00	10,000	
Totals,.....	$46,892.03	$46,892.03	$26,250	26,250.00

Cash in Company's principal office,.....		8,920.93
Cash in bank,.....		11,935.90
Interest accrued on collateral loans,.....		605.30
Gross premiums in due course of collection,.....		14,464.50
Bills receivable, not matured, taken for premiums,.....		2,186.65
Amount of instalment notes held and owned by the Company,.....	$8,995.54	
Assets of the Company at their actual value, ...		$285,872.98

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and adjusted,	$1,147.67	
Losses resisted,	None.	
Gross amount of unpaid losses,	$1,147.67	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$1,147.67
Unearned premiums on risks, one year or less,	$33,013.11	
Unearned premiums on risks, more than one year,	21,525.72	
Unearned premiums as computed above,		54,538.83
Commissions and brokerage,		525.83
Due for salaries, rent, advertising, etc.,		607.70
All other demands,		4,000.00
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$60,820.03
Capital stock,		200,000.00
Surplus beyond all liabilities,		25,052.95
Total liabilities, including capital and surplus,		$285,872.98

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$76,399.05	
Deduct reinsurance, rebate, abatement, and return premiums,	16,387.27	
Notes received for premiums, unpaid, $16,651.15		
Actual cash premiums,		$60,011.78
Interest on mortgages of real estate,		6,644.12
Interest on loans and bonds, and dividends on stocks,		806.60
From all other sources,		1,003.05
Actual cash income,		$68,465.55

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including none occurring in previous years),	$8,500.19	
Deduct salvage and reinsurance,	Nothing	
Net amount paid for losses,		$8,500.19
Cash dividends,		None.
Commissions and brokerage,		16,427.35
Salaries and fees,		15,275.83
Taxes,		1,467.73
All other payments,		11,492.62
Actual cash expenditure,		$53,163.72

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	Nothing.	Nothing.
Written or renewed during the year,	$5,971,840.03	$93,050.20
Totals,	$5,971,840.03	$93,050.20
Deduct those expired and marked off,	938,497.00	14,078.05
In force at the end of the year,	$5,033,343.03	$78,972 15
Deduct amount reinsured,	245,138.66	4,065.16
Net amount in force,	$4,788,204.37	$74,906.99

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$2,230,075.37	$49,519.67	2-3	$33,013.11
1889....	Three years,	1,277,474.00	19,843.14	5-6	16,535 95
1889....	Five years,	280,655.00	5,544 18	9-10	4,989.77
Totals,		$4,788,204.37	$74,906.99	...	$54,538 83

Premiums received since the organization of the Company,	$93,050.20
Losses paid since the Company organized,	8,500.19
Cash dividends paid stockholders,	None.
Stock dividends declared,	None.
Stock owned by directors at par value,	47,900.00
Loaned to officers and directors,	10,000.00
Loaned to stockholders not officers,	32,175.00
Losses incurred during the year,	9,647.86

Business in Connecticut, 1889.

Fire risks taken (no inland),	None.
Premiums received	
Losses paid,	
Losses incurred	

ELIOT INSURANCE COMPANY,

BOSTON, MASS.

Commenced Business, January, 1873.

GREENLEAF C. GEORGE, *President.* ALONZO P. CURTIS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,.	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,.....		$110,400.00
Loans on bond and mortgage (first liens), more than one year's interest due (of which none is in process of foreclosure),...		3,700.00
Interest due and accrued on bond and mortgage loans,.....		1,630.63
Value of lands mortgaged,.....	$113,300.00	
Buildings (insured for $126,000),.....	105,600 00	
Total, ...	$218,900.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States 4 p. c., ...	$50,000.00	$63,000.00	
State of Massachusetts 5 p. c.,...	15,000.00	15,375.00	
MUNICIPAL AND COUNTY BONDS —			
Boston City 6 p. c.,.....	10,000.00	11,100.00	
Boston City 5 p. c., ...	15,000.00	18,000.00	
Northampton town 6 p. c.,.....	20,000.00	21,100.00	
BANK STOCKS—			
Shawmut National,.....	5,000.00	6,500.00	
National Revere,.....	3,700.00	4,588.00	
RAILROAD BONDS—			
Worcester & Nashua 5 p. c., ...	15,000.00	15,600.00	
Fitchburg 5 p. c.,.....	10,000.00	10,575.00	
RAILROAD STOCKS—			
Norwich & Worcester,.....	2,500.00	4,500.00	
Old Colony,.....	5,000 00	8,800.00	
Vermont & Massachusetts,.....	5,000.00	6,662.50	
Totals,.....	$156,200.00	$185,800.50	185,800.50

Cash in Company's principal office,	3,519.36
Cash in bank,	16,008.28
Interest due and accrued on stocks,	2,544.25
Gross premiums in due course of collection,	32,863.29
Due for reinsurance,	606.06
Assets of the Company at their actual value,	$357,072.37

III. LIABILITIES.

Losses adjusted and unpaid,	$28,816.00	
Losses reported and unadjusted,	11,784.00	
Losses resisted,	1,000.00	
Gross amount of unpaid losses,		$41,600.00
Unearned premiums on risks, one year or less,	$68,725.98	
Unearned premiums on risks, more than one year,	35,730.40	
Unearned premiums as computed above,		104,456.38
Commissions and brokerage,		3,501.70
Cash dividends to stockholders remaining unpaid,		25.00
Due for salaries, rent, advertising, etc.,		625.00
Return premiums,		2,800.00
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$153,008.08
Capital stock,		200,000.00
Surplus beyond all liabilities,		4,064.29
Total liabilities, including capital and surplus,		$357,072.37

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$191,021.06	
Deduct reinsurance, rebate, abatement, and return premiums,	43,674.18	
Actual cash premiums,		$147,346.88
Interest on mortgages of real estate,		5,262.50
Interest on loans and bonds, and dividends on stocks,		9,868.45
From all other sources,		3,273.98
Actual cash income,		$165,751.81

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $14,949 occurring in previous years),	$135,072.28	
Deduct salvage and reinsurance,	14,246.72	
Net amount paid for losses,		$120,825.56
Cash dividends,		19,975.00
Commissions and brokerage,		23,638.07
Salaries and fees,		11,805.96
Taxes,		2,121.94
All other payments,		14,720.27
Actual cash expenditure,		$193,086.80

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$19,394,395	$219,929.06
Written or renewed during the year,	21,449,334	198,752.28
Totals,	$40,843,729	$418,681.34
Deduct those expired and marked off,	18,722,194	202,803.43
In force at the end of the year,	$22,121,535	$215,877.91
Deduct amount reinsured,	1,042,476	9,930.57
Net amount in force,	$21,079,059	$205,947.34

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889	One year or less,	$12,976,648	$137,451.97	1-2	$68,725.98
1888	Two years,	1,027,367	6,296.92	1-4	1,574 23
1889		188,702	866.03	3-4	649 52
1887	Three years,	949.873	8,677.38	1-6	1,446.23
1888		1,516,935	12,008.50	1-2	6,004.25
1889		1,904,944	12,731.48	5-6	10,609.57
1886	Four years,	20,030	156.31	1 8	19.54
1887		42,143	338.47	3-8	126.92
1888		100,031	543.50	5-8	339.69
1889		23,466	237.31	7-8	207.65
1885	Five years,	347,354	3,897.51	1-10	389.75
1886		435,434	4,699.59	3-10	1,409.88
1887		446,143	5,103.25	1-2	2,551.62
1888		552,652	6,218.31	7-10	4,352.82
1889		547,337	6,720.81	9-10	6,048.73
	Totals,	$21,079,059	$205,947.34		$104,456.38

Premiums received since the organization of the Company,	$2,166,236 93
Losses paid since the Company organized,	1,133,649.76
Cash dividends paid stockholders,	310,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	22,900.00
Losses incurred during the year,	147,476.56

Business in Connecticut, 1889.

Fire risks taken (no inland),	$590,928.00
Premiums received,	6,963.36
Losses paid,	2,430.16
Losses incurred,	2,409.28

EQUITABLE FIRE AND MARINE INSURANCE COMPANY,

PROVIDENCE, R. I.

Commenced Business, September, 1860.

FRED W. ARNOLD, *President.* JAS. E. TILLINGHAST, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$300,000.00
Whole amount of capital actually paid up in cash,.....	300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....		$129,900.00
Loans on bond and mortgage (first liens), not more than one year's interest due, ...		88,700.00
Interest accrued on bond and mortgage loans, ...		943.00
Value of lands mortgaged,.....	$149,050.00	
Buildings (insured for $78,190), ...	126,100.00	
Total, ...	$275,150.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL BOND—		
Milwaukee City R R.,.....	$5,000.00	$5,000.00
BANK STOCKS —		
Old National, of Providence,....	50,000.00	57,500.00
National Bank of Com., Prov.,..	17,000.00	18,700.00
American National, Providence,.	10,000.00	9,200.00
Third " " ..	3,000.00	3,600.00
Fourth " " ..	10,000.00	12,000.00
First " Warren, R. I.,	10,000.00	9,000.00
RAILROAD BONDS—		
Union Pacific, 1st mortgage,....	25,000.00	28,010.00
New York Elevated, ...	18,000.00	20,520.00
Pawtuxet Valley (end. by N. Y., Providence & Boston),.....	22,000.00	26,400.00
Quincy, Alton & St. Louis,.....	10,000.00	10,500.00
RAILROAD STOCKS—		
N. Y. Central & Hudson River,..	20,000.00	21,600.00
Illinois Central,.....	20,000.00	23,500.00
Lake Shore and Mich. Southern,	10,000.00	10,700.00
Chicago, Bur. & Quincy,.....	10,000.00	10,687.50

	Par Value.	Market Value.	
Chicago, R. I. & Paeifie.....	10,000.00	9,725.00	
Michigan Central,.....	10,000.00	9,775.00	
R. I. & Mass.,.....	5,000.00	5,000.00	
Miscellaneous—			
Nat. Water W. Co. bs.(Kan. C. plt.)	10,000.00	10,000.00	
Wells, Fargo & Co. Express Stock,	5,000.00	7,000.00	
Totals,.....	$280,000.00	$308,417.50	308,417.50

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loan'd.	
Mechanies National Bank,.....	$1,000	$1,400	$900	
West Shore R. R. Bonds,.....	1,000	1,050	650	
Totals,.....	$2,000	$2,450	$1,550	1,550.00
Cash in Company's principal offiee,.....				1,298.45
Cash in bank,.....				11,760.82
Gross premiums in due course of eollection,.....				27,467.80
Rents due and aeerued,.....				1,485.00
Premiums unpaid (more than three months due),..			$293.45	
Assets of the Company at their aetual value,.....				$571,522.57

III. LIABILITIES.

Losses adjusted and unpaid,.....	$14,959.47	
Losses reported and unadjusted,.....	16,122.53	
Losses resisted,.....	1,530.00	
Gross amount of unpaid losses,.....		$32,612.00
Unearned premiums on risks, one year or less,...	$100,070.09	
Unearned premiums on risks, more than one year,	54,915.07	
Unearned premiums on marine risks,.....	446.01	
Unearned premiums as eomputed above,.....		155,431.17
Commissions and brokerage,.....		4,577.94
Cash dividends to stockholders remaining unpaid,.....		516 20
Due for salaries, rent, advertising, etc.,.....		2,500.00
Speeial deposits in other States in exeess of present liabilities therein, ...		None.
Total liabilities except eapital and surplus,.....		$195,637.34
Capital stoek,.....		300,000.00
Surplus beyond all liabilities,.....		75,885.23
Total liabilities, ineluding eapital and surplus,.....		$571,522.57

IV. INCOME DURING THE YEAR.

	Fire.	Marine.	
Premiums reeeived in cash,.....	$278,991.50	$8,831.56	
Deduet reinsuranee, rebate, abatements, and return premiums,..	35,540.45	3,913.90	
Aetual cash premiums,....	$243,451.05	$4,917.66	$248,368 71

Interest on mortgages of real estate,	5,710.80
Interest on loans and bonds, and dividends on stocks,	15,853.81
Rents,	4,707.18
Actual cash income,	$274,640 50

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. pd. for losses (inc. $19,218.33 occurring in previous years),	$160,329.78	$2,512.64	
Deduct salvage and reinsurance,	2,727.42	151.35	
Net amount paid for losses,	$157,602.36	$2,361.29	$159,963.65
Cash dividends,			23,644.60
Commissions and brokerage,			45,804.83
Salaries and fees,			38,266.99
Taxes,			8,675.85
Actual cash expenditure,			$276,355.92

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$24,197,620.70	$278,297.01
Written or renewed during the year,	26,038,787.63	278,991.50
Totals,	$50,236,408.33	$557,288.51
Deduct those expired and marked off,	22,839,765 61	250,364.65
In force at the end of the year,	$27,396,642.72	$306,923.86
Deduct amount reinsured,	647,514.10	6,731.16
Net amount in force,	$26,749,128.62	$300,192.70

	Marine and Inland.	Premiums.
In force at the end of the year,	$57,607.58	$446.01

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$17,049,546.33	$200,140.17	1-2	$100,070.09
1888....	Two years,	172,257.58	1,446.09	1-4	361.52
1889....		129,372.50	1,325.32	3-4	993.99
1887 ...	Three years,	1,008,458.81	10,293.51	1-6	1,715.59
1888....		1,019,753.02	10,457.51	1-2	5,228.76
1889....		1,647,519.62	16,656.70	5 6	13,880.59
1886....	Four years,	92,877.50	1,218.39	1-8	152.29
1887....		192,138.50	2,497.87	3-8	936.70
1888....		63,525.00	660.17	5-8	412.60
1889....		75,250.00	729.35	7-8	638.19
1885....	Five years,	686,722.00	7,873.57	1-10	787.36
1886....		917,776.00	9,283.64	3-10	2,785.09
1887....		1,019,172.74	10,523.91	1-2	5,261.95
1888 ...		1,313,368.50	13,087.05	7-10	9,160.94
1889....		1,361,390.52	13,999.45	9-10	12,599.50
Totals,		$26,749,128.62	$300,192.70	...	$154,985.16

Premiums received since the organization of the Company,	$3,633,629.65
Losses paid since the Company organized,	2,433,411.25
Cash dividends paid stockholders,	473,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	75,470.00
Loaned to officers and directors,	1,550.00
Losses incurred during the year (fire, $169,465.36; marine and inland, $2,411.29),	171,876.65

Business in Connecticut, 1889.

	Fire.	Marine and Inland.
Fire, marine, and inland risks taken,	$946,404.37	$16,227.61
Premiums received,	8,702.00	81.16
Losses paid,	4,111.78	None.
Losses incurred,	3,111.78	None.

FARRAGUT FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, January, 1872.

JOHN E. LEFFINGWELL, *President.* SAMUEL DARBEE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$200,000.00
Whole amount of capital actually paid up in cash,	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$6,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		22,000.00
Interest accrued on bond and mortgage loans,		322.50
Value of lands mortgaged,	$29,000.00	
Buildings (insured for $12,800),	14,000.00	
Total,	$43,000.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States 4 p. c., reg.,	$60,000.00	$75,600.00
MUNICIPAL BONDS—		
District of Columbia reg. 3-65,	29,000.00	36,250.00
District of Columbia coupon 3-65,	31,000.00	38,750.00

	Par Value.	Market Value.	
RAILROAD BONDS—			
N. Y., Chic. & St. Louis, 4 p. c.,	15,000.00	14,100.00	
Central R. R. of N. Jersey, 5 p. c.,	15,000.00	16,650.00	
N. Y., O. & W., 6 p. c.,	50,000.00	56,250.00	
BANK STOCKS—			
Fourth National,	10,000.00	16,650.00	
N. Y. Produce Exchange,	5,200.00	5,902.00	
Long Island Loan & Trust Co.,	25,000.00	43,000.00	
MISCELLANEOUS—			
Brooklyn Gas Light Co. Stock,	11,250.00	12,375.00	
Peoples Gas Light Co. Stock,	5,000.00	3,850.00	
Citizens Gas Light Co. stock,	4,000.00	2,600.00	
Totals,	$260,450.00	$321,977.00	$321,977.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Central National Bank stock,	$2,500	$3,575	$2,500	
Toledo City Bonds,	5,000	5,000	4,500	
Totals,	$7,500	$8,575	$7,000	$7,000.00
Cash in Company's principal office,				172.07
Cash in bank,				26,589.12
Interest due and accrued on collateral loans,				71.25
Gross premiums in due course of collection,				22,175.10
Rents due and accrued,				69.00
Items inadmissible (office furniture, etc.,)			$4,000.00	
Premiums unpaid, (more than three months due,)			1,315.01	
Assets of the Company at their actual value,				$406,203.97

III. LIABILITIES.

Losses adjusted and unpaid,	$4,293.20	
Losses reported and unadjusted,	5,628.26	
Losses resisted,	None.	
Gross amount of unpaid losses,	$9,921.46	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$9,921.46
Unearned premiums on risks, one year or less,	$58,946.08	
Unearned premiums on risks, more than one year,	55,599.68	
Unearned premiums as computed above,		$114,545.76
Commissions and brokerage,		2,405.57
Due for salaries, rent, advertising, etc.,		2,316.66
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$129,189.45
Capital stock,		200,000.00
Surplus beyond all liabilities,		77,014.52
Total liabilities, including capital and surplus,		$406,203.97

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$116,630.44	
Deduct reinsurance, rebate, abatement, and return premiums,	9,322.68	
Actual cash premiums,		$157,307.76
Interest on mortgages of real estate,		1,410.98
Interest on loans and bonds, and dividends on stocks,		13,015.18
Rents,		480.00
Actual cash income,		$172,213.92

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $10,621.18 occurring in previous years),	$76,695.40
Cash dividends,	20,000.00
Commissions and brokerage,	28,464.41
Salaries and fees,	23,580.00
Taxes,	3,981.52
All other payments,	18,414.21
Actual cash expenditure,	$171,135.54

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$27,545.726	$214,192.10
Written or renewed during the year,	20,882,765	170,821.05
Totals,	$48,428,491	$385,013.15
Deduct those expired and marked off,	19,219,092	154,481.23
In force at the end of the year,	$29,209,399	$230,531.92
Deduct amount reinsured,	1,417,511	9,617.12
Net amount in force,	$27,791,888	$220,914.80

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$14,839,524	$117,892.17	1-2	$58,946.08
1888....	Two years,	93,750	163.67	1 4 3-4	122.75
1889....					
1887....	Three years,	2,900,651	23,124.43	1-6	3,854.07
1888....		3,935,429	28,684.25	1-2	14,342.13
1889....		4,053,436	31,322.20	5-6	26,101.84
1886....	Four years,	62,700	474.95	1-8	59.37
1887....		32,800	263.65	3-8	98.87
1888....		16,500	94.40	5-8	59.00
1889....		90,400	392 89	7-8	343.78
1885....	Five years,	232,804	2,292.75	1-10	229.27
1886....		304,911	3,183.15	3-10	954.95
1887....		369,338	3,742.89	1-2	1,871.44
1888....		370,900	3,964.23	7-10	2,774.96
1889....		488,745	5,319.17	9-10	4,787.25
Totals,		$27,791,888	$220,914.80	...	$114,545.76

Premiums received since the organization of the Company,	$2,692,129.99
Losses paid since the company organized,	1,212,052.63
Cash dividends paid stockholders,	414,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	59,400.00
Losses incurred during the year,	75,995.58
Amount loaned to officers and directors,	20,000.00

Business in Connecticut, 1889.

Fire risks taken (no inland),	$413,594.00
Premiums received,	3,983.86
Losses paid,	214.31
Losses incurred,	214.31

FIRE ASSOCIATION OF PHILADELPHIA,

PHILADELPHIA, PENN.

Commenced Business, September, 1817.

JESSE LIGHTFOOT, *President.* W. S. WINSHIP, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$500,000.00
Whole amount of capital actually paid up in cash,	500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$112,700.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		1,404,112.02
Loans on bond and mortgage (first liens), more than one year's interest due (of which $5,000 is in process of foreclosure),		5,000.00
Interest due and accrued on bond and mortgage loans,		25,525.93
Value of mortgaged premises,	$2,170,266.00	
Buildings insured for $1,079,925),	1,522,600.00	
Total,		$3,692,866.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States reg., 4 p. c.,	$200,000.00	$253,000.00	
Georgia State bonds, 4½ p. c.,	25,000.00	26,875.00	
MUNICIPAL BONDS—			
Camden City, 7 p. c.,	6,000.00	6,120.00	
Philadelphia city, 6 p. c.,	372,900.00	481,041.00	
Cincinnati city, 7 3/10 p. c.,	125,000 00	162,500.00	
City of Clay Center, 6 p. c.,	3,000.00	3,000.00	
City of Richmond certif., 6 p. c.,	25,000.00	31,000.00	
City of Millville, 7 p. c.,	6,000.00	6,600.00	
RAILROAD BONDS—			
Catawissa, 7 p. c.,	10,000.00	12,150.00	
Lehigh Valley, 7 p. c.,	32,000.00	44,640.00	
Shamokin Valley & Potts., 7 p.c.,	20,000.00	24,600.00	
Belt R. R. & Stock Yds., 6 p. c.,	50,000.00	56,500.00	
Camden & Atlantic, 5 p. c.,	30,000.00	31,200.00	
Phila. City Passenger, 5 p. c.,	50,000.00	53,500.00	
Louisville & Nashville, 6 p. c.,	97,000.00	106,700.00	
Texas & Pacific, 6 p. c.,	13,000.00	14,430.00	
Lehigh Valley, 6 p. c.,	100,000.00	135,000.00	
Pennsylvania Company, 6 p. c.,	49,000.00	52,920.00	
Pennsylvania, 6 p. c. gen. m.,	58,000.00	76,560.00	
Pennsylvania, 6 p. c. con. m.,	50,000.00	60,000.00	
Northern Central, 6 p. c.,	168,000.00	194,880.00	
Hunt. & Broad Top Mt., 7 p. c.,	15,000.00	15,525.00	
North. Pacific land grant, 6 p. c.,	25,000.00	29,250.00	
North. Pacific, 6 p.c. (P. do. div.),	20,000.00	20,600.00	
Philadelphia & Erie, 5 p. c. reg.,	100,000.00	114,000.00	
Philadelphia & Reading, 4 p. c.,	10,000.00	8,862.50	
RAILROAD STOCKS—			
Pennsylvania,	126,500.00	134,090.00	
Phil., Germantown & Norrist'n,	16,550.00	44,685.00	
Chestnut Hill,	3,500.00	9,450.00	
MISCELLANEOUS—			
Masonic Temple, 5 p. c.,	20,000.00	20,000.00	
Fire Association stock,	18,250.00	118,625.00	
Lehigh Coal & N. Co. bds., 7 p.c.,	100,000.00	130,000.00	
Pa. & N. Y. Canal Co. bds., 7 p.c.,	8,000.00	9,280.00	
Car Trust of N. Y., No. 3, ser. G,	20,000.00	17,000.00	
Phil. & Read. car tr. cert., 6 p. c.,	25,000.00	25,000.00	
Peoria Mer. Lib. Ass'n bds., 6 p.c.,	22,000.00	22,000.00	
Mort. Trust of Pa. deb. bs., 5p.c.,	50,000.00	50,000.00	
Cham. of Com. Ass'n bds., 6 p.c.,	13,000.00	13,000.00	
Security C. T. of Pa., 6 p.c. ctfs.,	20,000.00	20,000.00	
Totals,	$2,102,700.00	$2,634,583.50	2,634,583.50

Loans on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
Fire Association stock,.....	$100	$650	$125	
" " "	300	1,950	1,000	
" " "	100	650	300	
" " "	250	1,625	600	
" " "	100	650	400	
" " "	250	1,625	600	
Finance Co. of Penn. stock,...	30,000	32,550		
N.Y., Sus. & W. R. R. pfd. stk.	20,000	6,100		
People's Pass. R. W. Co. stk.,	20,925	55,242	100,000	
P. & R. 1st pfd. income bonds,	10,000	7,900		
Phil. & Rdg., gen. mort. bonds,	35,000	30,450		
Lomb. & South Sts. R.W. stock,	1,175	3,572	10,000	
Phil. & Rdg. 2d pfd. in. bds.,	14,000	7,980		
Totals,.....	$132,200	$150,944	$113,025	113,025.00

Cash in Company's principal office,.....	8,819.48
Cash in bank,.....	103,793.66
Interest due and accrued on stocks and bonds,.....	19,253.49
Interest due and accrued on collateral loans,.....	1,217.83
Gross premiums in due course of collection,.....	186,343.22
Rents due and accrued,.....	116.00
Gross Assets,.....	$4,614,490.13
Deduct value of Company's own stock owned,.....	118,625.00
Assets of the Company at their actual value, ...	$4,495,865.13

III. LIABILITIES.

Losses adjusted and unpaid,.....	$74,818.47	
Losses reported and unadjusted,.....	59,337.00	
Losses resisted,.....	24,261.34	
Gross amount of unpaid losses,.....	$158,416.81	
Deduct reinsurance, ...	None.	
Net amount of unpaid losses,.....		$158,416.81
Unearned premiums on risks, one year or less, ..	$618,634.05	
Unearned premiums on risks, more than one year,	585,145.21	
Unearned premiums as computed above,.....		1,203,779.26
Reclaimable on perpetual policies,.....		1,830,905.39
Commissions and brokerage,.....		26,620.46
Special deposits in other States in excess of present liabilities therein,.....		21,477.00
Total liabilities, except capital and surplus,.....		$3,241,198.92
Capital stock, less 375 shares owned by the company,.....		481,250.00
Surplus beyond all liabilities, ...		773,416.21
Total liabilities, including capital and surplus,.....		$4,495,865.13

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,843,604.36	
Deduct reinsurance, rebate, abatement, and return premiums,	250,953.31	
Actual cash premiums,		$1,592,651.05
Interest on mortgages of real estate,		83,480.55
Interest on loans and bonds, and dividends on stocks,		134,832.70
Rents,		2,646.86
From all other sources,		3,901.27
Deposit premiums, received from perpetual risks,	$49,844.00	
Actual cash income,		$1,817,512.43

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $——— occurring in previous years),	$1,062,964.85	
Deduct salvage and reinsurance,	38,841.03	
Net amount paid for losses,		$1,024,123.82
Cash dividends,		200,000.00
Commissions and brokerage,		309,606.94
Salaries and fees,		145,199.93
Taxes,		57,567.66
All other payments,		23,147.21
Deposit premiums returned during the year,	$36,840.63	
Actual cash expenditure,		$1,759,645.56

VI. MISCELLANEOUS.

Risks and Premiums (including Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$268,889,884	$4,273,426.15
Written or renewed during the year,	149,950,849	1,843,604.36
Totals,	$418,840,733	$6,117,030.51
Deduct those expired and marked off,	139,856,124	1,763,790.57
In force at the end of the year,	$278,984,609	$4,353,239.94
Deduct amount reinsured,	2,331,223	37,580.38
Net amount in force,	$276,653,386	$4,315,659.56

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$97,697,751	$1,237,268.11	1-2	$618,634.05
1888....	Two years,.....	355,537	3,441.20	1-4	860.30
1889....		317,871	3,086.87	3 4	2,315.15
1887....	Three years, ...	17,824,758	196,487.02	1-6	32,747.83
1888....		18,260,371	202,597.20	1-2	101,298.60
1889....		19,238,802	213,486.92	5-6	177,905.77
1886 ...	Four years, ...	369,085	3,895.64	1 8	486.95
1887....		361,186	3,534.37	3-8	1,325.39
1888....		331,280	3,217.11	5-8	2,010.69
1889....		393,549	3,722.81	7 8	3,266.21
1885....	Five years,.....	5,241,340	55,869.14	1-10	5,586.91
1886....		6,863,061	86,475.34	3-10	25,942.60
1887....		8,727,265	106,919.02	1-2	53,459.51
1888....		9,073,944	109,507.24	7-10	76,655.06
1889....		8,980,005	112,390.05	9-10	101,151.04
Over 5 years,.....		13,400	177.60	...	133.20
Perpetual Risks,.		82,604,181	1,973,573.92	...	1,830,905.39
Totals,.....		$276,653,386	$4,315,659 56	...	$3,034,684.65

Premiums received since the organization of the Company,....	$25,061,630.00
Losses paid since the Company organized,.....	14,326,925.00
Cash dividends paid to stockholders,.....	3,779,762.00
Stock dividends declared,..... ..	None.
Stock owned by the directors at par value,.....	59,650.00
Losses incurred during the year,.....	1,018,712.09

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Virginia, ...	$31,000.00	$21,361.00	$9,639.00
Georgia,.....	26,875.00	15,037.00	11,838.00
Totals,.....	$57,875.00	$36,398.00	$21,477.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$2,036,301.00
Premiums received,.....	23,390.51
Losses paid,.....	10,988.72
Losses incurred,.....	11,102.02

FIREMAN'S FUND INSURANCE COMPANY,

SAN FRANCISCO, CAL.

Commenced Business, June, 1863.

DAVID J. STAPLES, *President.* WILLIAM J. DUTTON, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$300,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		270,850.00
Interest due and accrued on bond and mortgage loans,.....		1,424 11
Value of lands mortgaged,.....	$634,750.00	
Buildings (insured for $119,700),.....	245,350.00	
Total, ...	$880,100.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL BONDS —		
City of Portland, Oregon, water,	$50,000.00	$56,750.00
RAILROAD STOCKS —		
California Street Cable,.....	100,000.00	101,000.00
Presidio and Ferries,.....	30,250.00	22,000.00
No. Beach and Mission,.....	30,000.00	21,600.00
Sutter Street,.....	44,000.00	37,400.00
BANK STOCKS —		
Bank of California,.....	6,000.00	17,400.00
First National, S. F.,.....	10,700.00	18,457.50
Anglo California, ...	5,000.00	8,750.00
Grangers' Bank of California,...	30,000.00	32,100.00
Oakland Bank of Savings,.....	22,500.00	31,275.00
Savings Bank of Santa Rosa,....	10,000.00	15,000.00
MISCELLANEOUS —		
Oakland Gas, Light, and Heat Co.'s stock,.....	11,000.00	18,975.00
Stockton Gas, Light, and Heat Co.'s stock.	10,000.00	10,000.00
Sutter Street Railway bonds,.....	50,000.00	52,500.00
Northern Railway Co.'s bonds,....	50,000.00	57,250.00

	Par Value.	Market Value.	
Pacific Gas Improvement Co.'s stock,	6,666.66	12,200.00	
California Dry Dock Co.'s Stock,	50,000.00	17,500.00	
Pacific Rolling Mills stock,	25,000.00	25,000.00	
Omnibus Cable Co.'s bonds,	200,000.00	240,000.00	
Market St. Cable Co.'s bonds,	53,000.00	67,840.00	
Powell St. Railway Co.'s mort. bds,	50,000.00	58,000.00	
Oakland City Gas, L. & H. Co.'s b.,	50,000.00	51,500.00	
San Diego Gas & Elec. Lt. Co.'s bds.,	20,000.00	20,600.00	
Riverside Water Co.'s bonds,	70,000.00	73,500.00	
California Dry Dock Co 's bonds,	45,500.00	47,092.50	
Pacific Rolling Mills bonds,	22,000.00	22,660.00	
Union Iron Works bonds,	5,000.00	5,125.00	
Totals,	$1,056,616.66	$1,141,475.00	1,141,475.00

Loans on Collateral.

	Par. Val.	Market Val.	Amt. Loaned.	
Bank of California,	$6,000.00	$17,400.00	$35,000.00	
First N. Bk. of San Fran. st.,	18,800.00	32,430.00		
Masonic Hall Asso. stock,	4,400.00	5,060.00	4,000.00	
Bank of Sonoma County st.,	40,000.00	46,000.00	40,000.00	
Bank of Sonoma County st.,	1,500.00	1,725.00	1,300.00	
Knapton Packing Co. stock,	1,000.00	1,250.00	950.00	
Bank of Sonoma County st.,	6,100.00	7,015.00	4,300.00	
Spring Val. Water Wks. st.,	2,000.00	1,900.00	1,500.00	
Sav. Bk. of Santa Rosa st.,	2,500.00	3,750.00	2,700.00	
Bank of Sonoma County st.,	500.00	575.00		
San Fran. Gaslight stock,	10,000.00	5,500.00	3,000.00	
Bank of California stock,	6 500.00	18,850.00	6,500.00	
Calfor. St. C. R. R. Co. st.,	2,500.00	2,525.00	1,500.00	
Eagle Canning Company st.,	5,000.00	2,500.00	750.00	
Bank of California stock,	10,000.00	29,000.00	8,000.00	
San. Rosa Athen. Co. stock,	13,000.00	13,000.00	8,000.00	
American Biscuit Co. stock,	295,000.00	221,250.00	91,500.00	
Bank of Sonoma County st.,	2,500.00	2,875.00	2,250.00	
Omnibus Cable Co.'s bonds,	10,000.00	12,000.00	6,500.00	
Nor. Rail. Com. of Cal. bs.,	30,000 00	34,350.00	30,000.00	
Sou. Pac. R. R. Co.'s bds.,	8,000.00	8,000.00		
Omnibus R. R. Co.'s stock,	50,000.00	40,000.00	30,000.00	
Loma Prieta Lum. Co.'s st.,	20,000.00	20,000.00	7,500.00	
Totals,	$545,300.00	$526,955.00	$285,250.00	285,250.00

Cash in Company's principal office,	8,833.21
Cash in bank,	127,138.07
Interest due and accrued on stocks and bonds,	3,944.17
Interest due and accrued on collateral loans,	1,496.64
Gross premiums in due course of collection,	220,617.43
Bills receivable, not matured, taken for premiums,	58,701.35
Rents due and accrued,	147.00
Reinsurance, warrants, etc., due from other companies,	11,840.81
Assets of the Company at their actual value,	$2,431,717.79

III. LIABILITIES.

Losses adjusted and unpaid,	$26,845.59	
Losses reported and unadjusted,	73,049.35	
Losses resisted,	7,925.00	
Gross amount of unpaid losses,	$107,819.94	
Deduct reinsurance,	4,813.74	
Net amount of unpaid losses,		$103,006.20
Unearned premiums on risks, one year or less,	$408,684.60	
Unearned premiums on risks, more than one year,	336,731.03	
Unearned premiums on marine and inland risks,	98,801.05	
Unearned premiums as computed above,		844,216.68
Commissions and brokerage,		21,154.62
All other demands against the Company,		25,499.75
Special deposit in another State in excess of present liability therein,		38,213.91
Total liabilities, except capital and surplus,		$1,032,091.16
Capital stock,		1,000,000.00
Surplus beyond all liabilities,		399,626.63
Total liabilities, including capital and surplus,		$2,431,717.79

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$1,451,792.07	$301,100.71	
Deduct reinsurance, rebate, abatement, and return premiums,	379,111.54	135,992.40	
Actual cash premiums,	$1,072,680.53	165,108.31	$1,237,788.84
Interest on mortgages of real estate,			32,456.62
Interest on loans and bonds, and dividends on stocks,			57,219.43
Rents,			20,182.19
Actual cash income,			$1,347,647.08

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $62,880.03 occurring in previous years),	$762,180.00	$181,449.29	
Deduct salvage and reinsurance,	132,360.94	82,461.25	
Net amount paid for losses,	$629,819.06	$98,988.04	$728,807.10
Cash dividends,			120,000.00
Commissions and brokerage,			168,698.65
Salaries and fees,			108,135.95
Taxes,			17,639.45
All other payments,			121,909.29
Actual cash expenditure,			$1,265,190.44

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$102,483,888.00	$1,407,264.02
Written or renewed during the year,	107,772,534 96	1,477,065.26
Totals,	$210,256,422.96	$2,884,329.28
Deduct those expired and marked off,	93,550,804.96	1,277,312.36
In force at the end of the year,	$116,705,618.00	$1,607,016.92
Deduct amount reinsured,	8,831,082.00	177,984.62
Net amount in force,	$107,874,536.00	$1,429,032.30

	Marine and Inland	Premiums.
In force at the end of the year,	$1,444,758.00	$98,801.05

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$60,381,841	$817,369.20	1-2	$408,684 60
1888....	Two years,	318,119	2,680.92	1-4	670.23
1889...	Two years,	142,150	2,332.20	3-4	1,749.15
1887....	Three years,	9,695,517	123,324.48	1-6	20,554.08
1888....	Three years,	11,926,839	155,444.47	1-2	77,722.23
1889....	Three years,	14,010,006	174,891.71	5-6	145,743.09
1886....	Four years,	233,950	2,303.88	1-8	287.98
1887...	Four years,	131,917	1,240.80	3-8	465.30
1888....	Four years,	142,100	1,413.50	5-8	883.44
1889...	Four years,	153,075	1,142.05	7-8	999.30
1885....	Five years,	1,117,908	15,502.05	1-10	1,550.20
1886...	Five years,	1,578,532	21,450.91	3-10	6,435.27
1887 ...	Five years,	2,110,010	30,378.31	1-2	15,189.15
1888....	Five years,	2,737,239	35,602.16	7-10	24,921.51
1889....	Five years,	3,195,333	43,955.66	9-10	39,560.10
Totals,		$107,874,536	$1,429,032.30		$745,415.63

Premiums received since the organization of the Company,	$17,840,368.23
Losses paid since the Company organized,	8,912,092.69
Cash dividends paid stockholders,	1,816,060.00
Stock dividends declared,	100,000.00
Stock owned by directors at par value,	156,700.00
Losses incurred during the year (fire, $673,878.39; marine and inland, $91,341.88),	765,220.27
Loaned to officers and directors,	36,500.00
Loaned to stockholders not officers,	38,000.00

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Oregon,	$56,750.00	$18,536 09	$38,213.91

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,269,755.86
Premiums received,	13,817.78
Losses paid,	12,418.82
Losses incurred,	12,566.32

FIREMEN'S INSURANCE COMPANY,

NEWARK, N. J.

Commenced Business, December, 1855.

JOHN H. KASE, *President.* CHARLES COLYER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$700,000.00
Whole amount of capital actually paid up in cash,	600,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$121,381.08
Loans on bond and mortgage (first liens), not more than one year's interest due,	882,225.59
Loans on bond and mortgage (first liens), more than one year's interest due (of which $7,000 is in process of foreclosure),	7,000.00
Interest due and accrued on bond and mortgage loans,	14,766.58
Value of lands and buildings (buildings insured for $1,105,950), $2,108,180.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States 4 p. c.,	$30,000 00	$36,750.00
RAILROAD BONDS—		
Morris & Essex, 1st con. guar. m.,	50,000.00	70,000.00
Orange & Newark Horse R. R., m.,	40,000.00	44,000.00
Essex Passenger, mort.,	24,000.00	26,400.00
RAILROAD STOCKS—		
Morris & Essex,	65,000.00	97,500.00
Delaware, Lackawanna & West'n,	50,000.00	67,500.00
United N. J. R. R. & Canal Co.,	13,900.00	31,553.00
BANK STOCKS—		
Newark City National,	20,000.00	28,000.00
Second "	20,000.00	26,000.00
National Newark Banking Co.,	20,000.00	30,000.00

	Par Value.	Market Value.	
National State,.....	30,000.00	42,000.00	
Essex County National,..... ...	18,900.00	37,800.00	
German National,.....	4,200.00	6,300.00	
Manufacturers National,.....	10,000.00	13,000 00	
MISCELLANEOUS—			
East Orange Township bonds,..	4,881.12	4,881.12	
American Insurance Co. stock,..	20,000.00	38,000.00	
Newark Fire Insurance Co. stock,	5,000.00	8,000.00	
Citizens Gas Light Co. stock,....	11,850.00	17,775.00	
Paterson " " ...	10,000.00	10,000.00	
Newark " " ...	11,000.00	23,650.00	
New'rk & Rosend'le Cem. Co. sk.,	4,000.00	4,800.00	
New'rk E. L. & Pow. Co. mtg. b.,	10,000.00	10,000.00	
Totals,.....	$472,731.12	$673,909.12	673,909.12
Cash in Company's principal office,.....			1,741.19
Cash in bank,.....			2,150.27
Interest due and accrued on stocks and bonds,.....			6,587.50
Gross premiums in due course of collection,.....			8,715.31
Rents due and accrued,.....			1,348.83
Reinsurance due,.....			332.94
Assets of the Company at their actual value,.....			$1,720,158.41

III. LIABILITIES.

Losses adjusted and unpaid,..... ..	$6,068.94	
Losses reported and unadjusted,.....	6,691.94	
Losses resisted,.....	4,787.40	
Gross amount of unpaid losses,.....	$17,548.28	
Deduct reinsurance,.....	25.00	
Net amount of unpaid losses,.....		$17,523.28
Unearned premiums on risks, one year or less,..	$99,445.10	
Unearned premiums on risks, more than one year,	112 022.16	
Unearned premiums as computed above,.....		211,467.26
Commissions and brokerage,.....		1,361.43
Principal unpaid on scrip or certificate of profits,.....		1,985.00
Interest due and remaining unpaid,.....		526.07
Return premiums,.....		809.85
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities except capital and surplus,.....		$233,672.89
Capital stock,.....		600,000.00
Surplus beyond all liabilities, ...		886,485.52
Total liabilities, including capital and surplus,.....		$1,720,158.41

IV. INCOME DURING THE YEAR.

Premiums received in cash, ...	$316,881.32	
Deduct reinsurance, rebate, abatement, and return premiums,.....	34,336.01	
Actual cash premiums,.....		$282,545.31

Interest on mortgages of real estate,	50,016.55
Interest on loans and bonds, and dividends on stocks,	36,711.87
Rents,	7,812.11
Actual cash income,	$377,085.84

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $30,438.47 occurring in previous years),	$265,473.28	
Deduct salvage and reinsurance,	10,819.11	
Net amount paid for losses,		$254,654.17
Cash dividends,		72,000.00
Scrip redeemed in cash,		54.03
Commissions and brokerage,		49,640.51
Salaries and fees,		18,851.04
Taxes,		12,945.10
All other payments,		19,929 36
Actual cash expenditure,		$428,074.21

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$45,993,123	$412,280.93
Written or renewed during the year,	36,620,361	316,988.71
Totals,	$82,613,484	$729,269.64
Deduct those expired and marked off,	34,818,892	312,622.92
In force at the end of the year,	$47,794,592	$416,646.72
Deduct amount reinsured,	936,354	8,752.29
Net amount in force,	$46,858,238	$407,894.43

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$22,188,412	$198,890.20	1-2	$99,445.10
1888....	Two years,	147,232	764.57	1-4	191.14
1889....	Two years,	137,871	807.11	3-4	605.33
1887....	Three years,	4,881,834	36,968.80	1-6	6,161.47
1888....	Three years,	5,718,955	44,266.95	1-2	22,133.47
1889....	Three years,	7,070,082	50,984.62	5 6	42,487.18
1886....	Four years,	30,850	481.02	1-8	60.13
1887....	Four years,	43,875	321.82	3-8	120.68
1888....	Four years,	28,190	208.36	5 8	130.22
1889....	Four years,	72,200	731.98	7-8	640.48
1885....	Five years,	1,137,677	12,381.11	1-10	1,238.11
1886....	Five years,	1,079,524	12,174.64	3-10	3,652.39
1887....	Five years,	1,355,828	15,370.73	1-2	7,685.36
1888....	Five years,	1,464,007	16,360.32	7-10	11,452.22
1889....	Five years,	1,501,701	17,182.20	9 10	15,463.98
Totals,		$46,858,238	$407,894.43	...	$211,467.26

Premiums received since the organization of the Company,	$5,205,166.27
Losses paid since the Company organized,	2,201,914.46
Cash dividends paid stockholders,	1,110,500.00
Stock dividends declared,	450,000.00
Stock owned by the directors at par value,	227,010.00
Losses incurred during the year,	236,618.64

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,146,380.11
Premiums received,	10,201.27
Losses paid,	5,460.85
Losses incurred,	5,107.82

FIRST NATIONAL FIRE INSURANCE COMPANY,

WORCESTER, MASS.

Commenced Business, January, 1869.

CHARLES B. PRATT, *President.* GEORGE A. PARK, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$200,000.00
Whole amount of capital actually paid up in cash,	200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$145,631.13
Loans on bond and mortgage (first liens), more than one year's interest due (of which none is in process of foreclosure),		None.
Interest due and accrued on bond and mortgage loans,		2,354.44
Value of lands and buildings (buildings insured for $75,550),	$270,400.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
RAILROAD BONDS—		
Boston, Barre & Gardner, 7 p. c.,	$20,500.00	$21,935.00
Nashua & Rochester, 5 p. c.,	6,000.00	6,240.00
BANK STOCKS—		
First National of Worcester,	12,000.00	22,560.00
Worcester National,	3,000.00	4,500.00

		Par Value.	Market Value.	
Worcester Safe Dep. & Trust Co.,		5,000.00	8,400.00	
Eliot National,	Boston,	2,700.00	3,564.00	
North National,	"	1,500.00	2,085.00	
National Revere,	"	2,000.00	2,470.00	
Boylston National,	"	3,100.00	4,239.25	
Merchants National,	"	2,500.00	3,681.25	
Nat. Bank of Commerce,	"	2,400.00	3,096.00	
Totals,		$60,700.00	$82,770.50	82,770.50

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Midland R. R. of N. J.,	$3,000	$3,300	$2,500	
Worcester Coöperative Bank,	880	880	300	
Personal notes, guar.,	750	750	750	
Champ. Card & Paper Co. stk.,	1,500	1,950	1,000	
Millbury National Bank,	800	1,040	1,000	
Totals,	$6,930	$7,920	$5,550	5,550.00
Cash in Company's principal office,				1,721.02
Cash in bank,				14,555.37
Interest due and accrued on stocks and bonds,				433.75
Interest due and accrued on collateral loans,				56.75
Gross premiums in due course of collection,				15,178.73
All other property,				1,800.00
Assets of the Company at their actual value,				$270,051.69

III. LIABILITIES.

Losses adjusted and unpaid,	$4,876.86	
Losses reported and unadjusted,	3,350.00	
Losses resisted,	800.00	
Gross amount of unpaid losses,		$9,026.86
Unearned premiums on risks, one year or less,	$32,097.80	
Unearned premiums on risks, more than one year,	23,072.82	
Unearned premiums as computed above,		55,170.62
Commissions and brokerage,		2,269.31
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$66,466.79
Capital stock,		200,000.00
Surplus beyond all liabilities,		3,584.90
Total liabilities, including capital and surplus,		$270,051.69

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$89,601.26	
Deduct reinsurance, rebate, abatement, and return premiums,	9,895.52	
Actual cash premiums,		$79,705.74

Interest on mortgages of real estate,	8,866.12
Interest on loans and bonds, and dividends on stock,	5,240.18
From all other sources,	2,900.00
Actual cash income,	$96,712.04

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $15,376.76 occurring in previous years),	$82,342.86	
Deduct salvage and reinsurance,	174.74	
Net amount paid for losses,		$82,168.12
Cash dividends,		16,000.00
Commissions and brokerage,		14,760.85
Salaries, fees, etc.,		6,350.00
Taxes,		960.70
All other payments,		5,693.87
Actual cash expenditure,		$125,933.54

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$7,240,192	$110,057.73
Written or renewed during the year,	5,853,938	91,022.53
Totals,	$13,094,130	$201,080.26
Deduct those expired and marked off,	5,498,673	91,216.97
In force at the end of the year,	$7,595,457	$109,863.29
Deduct amount reinsured,	166,858	2,079.40
Net amount in force,	$7,428,599	$107,783.89

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$3,861,697	$64,195.60	1-2	$32,097.80
1888....	Two years,	20,000	174.72	1-4	43.68
1889....		23,025	248.30	3-4	186.23
1887....	Three years,	401,165	5,768.27	1-6	961.38
1888....		401,499	5,483.12	1-2	2,741.56
1889....		477,891	6,742.66	5-6	5,618.89
1886....	Four years,	33,150	324.75	1-8	40.59
1887....		41,262	435.32	3-8	163.23
1888....		62,925	652.05	5-8	407.50
1889....		45,925	454.92	7-8	398.06
1885....	Five years,	273,877	3,585.51	1-10	358.55
1886....		371,105	4,375.29	3-10	1,312.56
1887....		476,536	5,164.47	1-2	2,582.24
1888....		423,985	4,513.24	7-10	3,159.24
1889....		514,557	5,665.67	9-10	5,099.11
Totals,		$7,428,599	$107,783.89	...	$55,170.62

Premiums received since the organization of the Company,	$2,311,715.66
Losses paid since the Company organized,	1,516,015.33
Cash dividends paid stockholders,	168,000.00
Stock dividends declared,	50,000.00
Stock owned by the directors at par value,	77,000.00
Losses incurred during the year,	74,721.39
Loaned to officers and directors,	76,250.00

Business in Connecticut, 1889.

Fire risks taken (no inland),	$164,173.00
Premiums received,	2,180.14
Losses paid,	167.85
Losses incurred,	167.85

FRANKLIN FIRE INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, June, 1829.

JAS. W. MCALLISTER, *President.* EZRA T. CRESSON, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$400,000.00
Whole amount of capital actually paid up in cash,	400,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$316,150.00
Loans on bond and mortgage (first liens), not more than one year's interest due,	574,681.34
Interest due and accrued on bond and mortgage loans,	10,134.99
Value of property (insured for $641,250),	$1,489,495.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL AND COUNTY BONDS—		
City of Quincy, Ill., 4½ p. c.,	$15,000.00	$15,450.00
Gloucester Co., N. J., 4 p. c.,	35,000.00	36,050.00
Marion Co., Ind., c. h., 5 p. c.,	10,000.00	10,100.00

	Par Value.	Market Value.
RAILROAD BONDS —		
Penn. & N.Y. Canal & R.R. 5 p.c.,	10,000.00	11,500.00
Phila., Wil. & Balto. 6. p. c.,....	3,000.00	3,390.00
Phil. & Erie, 4 p. c.,.....	10,000.00	10,200.00
Lehigh Valley, 6 p. c. con. reg.,.	12,000.00	16,320.00
Lehigh Valley, 6 p. c. con. coup.,	2,000.00	2,720.00
Chic. & West'n Ind. 1st m., 6 p.c.,	16,000.00	18,080.00
Penn. Co. Col. Trust 4½ p.c. bds.,	30,000.00	32,400.00
Delaware & Bound Brook, 6 p. c.,	8,000.00	9,200.00
St. P.,Minn.& M. 1st. m.g.,7 p.c.,	4,000.00	4,640.00
Stony Creek 7 p. c., coup.,.....	4,000.00	4,800.00
Bal. & Poto. 1st m. s. f. g., 6 p.c.,	10,000.00	12,300.00
Bal. & Poto. tunnel, gold, 6 p. c.,	11,000.00	13,530.00
Penn. & N. Y. Canal & R. R. Co. 7 p. c., series A.,.....	7,000.00	8,120.00
Lehigh Valley con. m., 6 p. c.,..	50,000.00	53,500.00
N. Pac., Mo. div., 1st m., 6 p. c.,	6,000.00	6,180.00
Ia. City & West'n, 1st m., 7 p. c.,	20,000.00	19,000.00
Belv. & Del. R. R. con., 4 p. c.,.	21,000.00	21,262.50
Col. & Cin. Mid. 1st m., 6 p. c.,.	25,000.00	23,937.50
West Jersey, 7 p. c.,.	10,000.00	12,500.00
Philadelphia & Reading, 7 p. c.,.	17,000.00	18,870.00
H'ville M. & F. P.R.W. Co.,6 p.c.,	10,000.00	10,600.00
Connecting R. R. Co., 6 p. c.,...	20,000.00	24,500.00
Easton & Amboy 1st m., 5 p. c.,	25,000.00	28,750.00
H. & Broad Top 1st m., 7 p. c.,..	5,000.00	5,175.00
Lehigh Valley 1st m., 6 p. c.,....	35,000.00	40,600.00
Elmira & Williamsport, 5 p. c.,..	10,000.00	10,650.00
Phila., Wil. & Balt. deb., 4 p. c.,	15,000.00	15,150.00
N. Y., Lack. & Western., 6 p. c.,	25,000.00	33,750.00
West Jersey con., 6 p. c.,.....	22,000.00	26,070.00
New York Central ext., 5 p. c.,..	25,000.00	25,781.25
Jacks'ville & S. E. g. m., 6 p. c.,	10,000.00	10,000.00
Harrisb'g,P.,Mt.J.&L.ext.,4 p.c.,	25,000.00	26,250.00
Northern Central 2d m., 5 p. c.,.	15,000.00	16,500.00
Phila., Wil. & Balt. reg., 4 p. c,.	10,000.00	10,100.00
W. Jersey & At., 6 p. c., 1910,..	14,000.00	14,980.00
Steub. & Ind. 1st m., 5 p. c.,....	30,000.00	31,650.00
Camden & Atlantic con., 6 p. c.,	14,000.00	15,400.00
Northern Cent'l con. g. m. 6 p. c.,	18,000.00	19,800.00
Northern Central con., 4½ p. c.,..	10,000.00	10,700.00
Philadelphia & Erie gold, 5 p. c.,	10,000.00	11,400.00
Baltimore & Ohio ex., 4 p. c.,...	24,500.00	24,500.00
River Front 1st m., 4½ p. c.,.....	16,000.00	16,000.00
Lehigh Val. Coal Co., 5 p.c , reg.,	20,000.00	21,000.00
Pennsylvania Co's 6 p. c.,.....	25,000.00	27,000.00
RAILROAD STOCKS —		
Philadelphia, Wil. & Baltimore,.	6,250.00	7,500.00
Mine Hill & Schuylkill Haven,..	25,000.00	36,000.00

	Par Value.	Market Value.	
BANK STOCKS—			
First National of Philadelphia,..	5,000.00	12,000.00	
Southwark National,.....	2,500.00	6,000.00	
MISCELLANEOUS—			
Lehigh Coal & Nav. Co. loan '97 6 per cent. bonds,.....	3,300.00	3,762.00	
Penn Salt Mfg. Co. 5 p. c. bonds,	47,000.00	50,760.00	
Penn. Car Trust, 7 ys. series H, bs.	8,000.00	8,000.00	
Penn. " 6 " "	16,000.00	16,000.00	
Penn. " 8 " B, bs.	1,000.00	1,000.00	
Penn. " 9 " "	1,000.00	1,000.00	
Penn. Equip Trust, 4 p.c. series D,	25,000.00	24,750.00	
Phil., Wil.& Balt. Trust cer. 4 p.c.,	25,000.00	25,250.00	
Continental Hotel pfd. stock,...	1,600.00	2,400.00	
Penn. Co. for ins. on lives, etc.,.	2,500.00	15,875.00	
D. & H. Canal Co. 1st m. 7 p. c.,	10,000.00	10,200.00	
Inf. Bat. of S. F. 6 p. c.,.....	2,000.00	2,000.00	
Nat. W. W. N. Y. con. g. 6 p. c.,	25,000.00	25,500.00	
Totals,.....	$975,650.00	$1,088,353.25	1,088,353.25

Loans on Collateral.

	Par Value.	Market Value.	Amount Loaned.
Penn. R. R. Co. stock,.....	$1,750	$1,859.37	$700
Phil. & Read. R.R. 1st pfd. 5s,	30,000	23,850.00	
" " 2d "	30,000	16,725.00	
H. & Br. Top R. R. pfd. st'k,	50,000	45,000.00	80,000
No. Pac. R. R. Co. com. st'k,	10,000	3,050.00	
Investm't Co. of Phila. stock,	5,000	6,500.00	
Met. El. R. R. Co. 1st m. 6s,.	20,000	23,150.00	20,000
" " "	30,000	34,725.00	30,000
Chic. & East Ill. R. R. stock,	10,000	3,325.00	
Phil. & Read. R.R. 1st pfd. 5s,	15,000	11,925.00	10,500
" " gen. m. 4s,	19,000	16.862.50	15,000
Col. & Cin. Mid. R.R. 1st m.6s,	18,000	17,235.00	16,000
N. Y., Phil. & Norf. 1st m.6s,	4,000	4,330.00	
St. L., A. & T. R. R. 1st m. 6s,	8,000	7,060.00	
Lehigh Coal & Nav. Co. st'k,	25,000	26,312.50	
Phil. Mort. & Trust Co. st'k,.	15,000	16,500.00	50,000
Finance Co. of Penn. stock,.	10,000	10,825.00	
Phil. & Reading R. R. stock,	75,000	28,875.00	
Union & Logansp't (Ind.) R.R. 1st m. 7s, 1905,.....	30,000	37,500.00	50,000
Phil. & Read. R.R. 1st pfd. 5s,	74,000	58,830.00	
No. Central R. R. Co. stock,.	18,500	26,640.00	
Lehigh Val. R. R. Co. stock,.	4,600	4,876.00	80,000
W. Nat. Bank, N. Y., stock,.	6,200	5,890.00	
Sunb'ry, Haz. & Wilkesbarre R. R. 2d mortg. 6s,.....	31,000	28,830.00	27,000

	Par Value.	Market Val.	Amt. Loaned.
Leh. Val. R. R. con. reg. 6s,..	8,000	10,880.00	
Phil. & Read. R.R. 1st pfd. 5s,	1,000	795.00	
" " 2d "	1,000	557.50	
R. & D. R. R. con. 6s,.....	1,000	1,190.00	
W. N.Y. & Penn. R. R. 2d m.,	1,000	290.00	
Phil. & Erie R. R. Co. stock,	10,000	5,200.00	25,000
No. Pac. R. R. Co. com. st'k,	10,000	3,050.00	
Lehigh Val. R. R. Co. stock,.	1,200	1,272.00	
Penn. R. R. Co. stock,.....	1,400	1,487.50	
C., M. & St. P. R.R. com. st'k,	2,000	1,390.00	
U. N. J. R. R. & Can. Co.st'k,	600	1,359.00	
Lehigh Coal & Nav. Co. st'k,.	15,000	15,787.50	13,500
Phil. Trac. Co. col. trust 4s,.	14,000	13,300.00	
Phil. & Read. R. R. 1st m. 6s,	2,000	2,460 00	15,000
" " con. 6s,.	1,000	1,200.00	
" " g. m. 4s,	12,000	10,650.00	10,000
Del. & B'd Brook R. R. st'k,.	25,000	41,250.00	30,000
Phil. & Read. R.R. 2d pfd 5s,	19,000	10,592.50	
" " 1st "	3,000	2,385.00	
" " 3d "	3,000	1,372.50	
" " g. m. 4s,..	7,000	6,212.50	
Philadelphia City 6s, 1902,..	1,000	1,300.00	
No. Pac. R. R. pfd. stock,...	40,000	29,900.00	
" " com. stock,..	10,000	3,050.00	
Den., Tex. & Ft. W. R.R. st'k,	20,000	6,650.00	
C., M. & St.P. R.R. com. st'k,	31,000	21,545.00	150,000
West. Union Tel. Co. stock,.	20,000	16,700.00	
Metrop. Traction Co. stock,..	30,000	28,500.00	
Phil. Traction Co. stock,....	12,250	15,750.00	
Pac. Mail Steamship Co. st'k,	10,000	3,650.00	
Frank'd & So'k Pass R. W. st'k,	3,100	17,112.00	
Solicitors' Co. of Phil. stock,	3,000	4,200.00	
Germantown Trust Co. stock,	6,000	6,090.00	
Lehigh Val. R. R. Co. stock,.	1,200	1,272.00	
No. Penn. R. R. Co. stock,..	25,000	45,000.00	30,000
" " "	25,000	45,000.00	30,000
C. & J. R. R. Co. 1st m. 6s,..	25,000	29,125.00	
N.Y., Phil. & N.R.R.1st m.6s,	15,000	16,237.50	
Bell's Gap R. R. Co. 6s,.....	5,000	5,500.00	50,000
Phil. & Read. R.R. Imp. 6s,..	10,000	10,300.00	
" " 1st pfd. 5s,	3,000	2,385.00	
" " g. m. 4s,..	8,000	7,100.00	
N.Y.,L.E.&W.R.R.2d m.c.6s,	1,000	1,000.00	24,000
Lehigh Coal & Nav. Co. st'k,.	15,000	15,787.50	
" " "	25,000	26,312.50	24,000
C.,M.& St.P.R.R., Mo.Div.5s,	10,000	10,100.00	
N.Y., Ch. & St. L. R. R. 5s,..	10,000	10,000.00	25,000
Phil. & Read. R R. g. m. 4s,.	10,000	8,875.00	
" " Co. st'k,.	140,000	53,900.00	50,000
Phil. G. & N. R.'R. Co. st'k,	900	2,430.00	

	Par Value.	Market Val.	Amt. Loaned.	
Ch,, M.& St.P. R.R. com.st'k,	20,000	13,900.00		
Mo. Pac. R. R. Co. stock,....	20,000	14,050.00		
Metrop. Traction Co. stock,..	10,000	9,500.00	40,000	
W. Jer. & At. R. R. Co. st'k,	4,750	4,227.50		
Lehigh Val. R. R. Co. stock,.	4,800	5,088.00		
Lehigh Coal & Nav. Co. st'k,	25,000	26,312.50	22,500	
" " "	50,000	52,625.00		
Tex. & Pac. R. R. 1st m. 5s,.	1,000	9,050.00	45,000	
Borough of Bellefonte, Pa. 7s,	200	210.00		
Central R. R. of N. J. 5s,....	2,000	2,250.00		
Om. & St. L. R. R. 1st m. 4s,	1,000	730.00	4,000	
H. & B'd Top R. R. com.st'k,	5,000	1,700.00		
C., M. & St.P. R. R. com. st'k,	20,000	13,900.00	19,000	
Phil. & Read. R.R. 1st pfd. 5s,	10,000	7,950.00		
Del. & B'd Brook R. R. st'k,.	25,000	41,250.00	30,000	
Lehigh Coal & Nav. Co. st'k,.	25,000	26,312.50		
Catawissa R. R. Co. 7s,.....	1,000	1,230.00	24,000	
St.P.& No.Pac.R.R. 1st.m.6s,	1,000	1,210.00		
Totals,.....	$1,419,450	$1,269,623.37	$1,040,200	1,040,200.00
Cash in Company's principal office,.....				18,350.75
Cash in bank,.....				66,379.75
Interest due and accrued on collateral loans,.....				1,297.65
Gross premiums in due course of collection,.....				58,809.31
Assets of the Company at their actual value,.....				$3,174,357.04

III. LIABILITIES.

Losses adjusted and unpaid,.....	$18,305.43	
Losses reported and unadjusted,.....	6,125.00	
Losses resisted,.....	6,324.00	
Gross amount of unpaid losses,.....		$30,754.43
Unearned premiums on risks, one year or less,...	$230,926.73	
Unearned premiums on risks, more than one year,	195,448.80	
Unearned premiums as computed above,.....		426,375.53
Reclaimable on perpetual fire policies,.....		1,338,919.18
Commissions and brokerage,.....		8,133.37
Cash dividends to stockholders remaining unpaid,.....		150.00
Special deposits in other States in excess of present liabilities thereiu,.....		None.
Total liabilities, except capital and surplus,.....		$1,804,332.51
Capital stock,.....		400,000.00
Surplus beyond all liabilities,.....		970,024.53
Total liabilities, including capital and surplus,.....		$3,174,357.04

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$530,212.52	
Deduct reinsurance, rebate, abatements, and return premiums,.....	57,773.44	
Actual cash premiums,.....		$472,439.08

Interest on mortgages of real estate,		75,514.23
Interest on loans and bonds, and dividends on stocks,		56,375.24
Rents,		9,851.16
From all other sources,		2,155.00
Deposit premiums received for perpetual risks,	$31,223.26	
Actual cash income,		$616,334.71

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses,	$311,352.20
Cash dividends,	100,142.50
Commissions and brokerage,	81,633.89
Salaries and fees,	54,163.23
Taxes,	21,924.01
All other payments,	68,741.95
Deposit premiums returned on perpetual risks,	
Actual cash expenditure,	$637,957.78

VI. MISCELLANEOUS.

Risks and Premiums (including Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$138,090,323	$2,308,228.16
Written or renewed during the year,	50,555,253	564,905.03
Totals,	$188,645,576	$2,873,133 19
Deduct those expired and marked off,	49,794,881	570,480.92
In force at the end of the year,	$138,850,695	$2,302,652.27
Deduct amount reinsured,	1,184,860	12,778.99
Net amount in force,	$137,665,835	$2,289,873.28

Recapitulation of Fire Risks and Premiums (including Perpetuals).

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$28,456,247	$319,445.69	1-2	$159,722 85
1888....	Two years,	198,479	1,833.98	1-4	916.99
1889....		200,433	1,777.88	3-4	1,333.41
1887....	Three years,	8,620,875	90,732.13	1-6	15,122.02
1888....		8,136,228	86,966.04	1-2	43,483 02
1889....		9,162,091	95,171.00	5-6	79,309.16
1886....	Four years,	215,585	2,204.28	1-8	275.53
1887....		204,611	2,177.69	3-8	816.63
1888....		165,444	1,995.14	5-8	1,246.96
1889....		120,594	1,274.24	7-8	1,114.96
1885....	Five years,	3,770,326	54,628.06	1-10	5,462.80
1886....		3,782,133	46,276.06	3 10	13,882.81
1887....		4,620,408	53,607.73	1-2	26,803.87
1888....		4,579,598	51,253.82	7-10	35,877.67
1889....		3,889,942	45,563.17	9-10	41,006.85
Various,	Perpetual,	62,727,701	1,447,745.36	95-100	1,338,919.18
Totals,		$138,850,695	$2,302,652.27	...	$1,765,294.71

Premiums received since the organization of the Company,...	$26,585,488.54
Losses paid since the Company organized,.....	14,437,165.94
Cash dividends paid stockholders,.....	4,834,000.00
Stock dividends declared, ...	None.
Stock owned by the directors at par value,.....	31,500.00
Losses incurred during the year,.....	286,669.65

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$1,420,111.29
Premiums received,.....	15,247.79
Losses paid,.....	2,026.70
Losses incurred,.....	2,126.27

GERMAN AMERICAN INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, March, 1872.

EMIL OELBERMANN, *President.* JAMES A. SILVEY, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized...	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	1,000,000.00

II. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States registered, 4 p. c.,	$1,900,000.00	$2,403,500.00
United States currency, 6 p. c.,..	160,000.00	204,800.00
MUNICIPAL BONDS—		
Atlanta City, 4½ p. c.,.....	25,000.00	26,500.00
St Louis City, 4 p. c.,.....	100,000.00	105,000.00
City of Nashville, 4½ p. c.,.....	25,000.00	26,500.00
RAILROAD BONDS—		
Chic., & R. Island, 1st m. 6 p. c.,	50,000.00	67,000.00
" " 5 p. c.,.....	20,000.00	21,000.00
Cairo & Fulton, 1st m. 7 p. c.,..	25,000 00	25,750.00
C.M.&St.P.(I.&D.D.),1stm.7p.c.,	30,000.00	36,000.00
Chic.,Mil.&St.P.(La.C.D.),5 p.c ,	60,000.00	61,500.00

	Par Value.	Market Value.	
C.,M.& St.P.(I.&M.D.),1m.7 p.c.,	10,000.00	11,800.00	
Central Pacific, 1st m. 6 p. c.,...	50,000.00	56,500.00	
Union Pacific, 1st m. 6 p. c.,....	50,000.00	56,500.00	
Kansas Pacific, 1st m. 6 p. c.,1895,	25,000.00	28,000.00	
Kansas Pacific, 1st m. 6 p. c.,1896,	35,000.00	39,200.00	
Kansas Pacific, 1st m. 6 p. c.,1899,	25,000.00	28,000.00	
Chicago & Northw'n, s. f. 5 p. c.,	70,000.00	75,600.00	
Chicago & Northw'n, s. f. 6 p. c.,	40,000.00	46,000.00	
Chicago & Northw'n deb., 5 p. c.,	45,000.00	49,500.00	
S.L. K.C. & N.r'l est, 1st m 7 p.c.,	60,000.00	67,200.00	
Erie 1st m. con. 7 p. c.,.....	100,000.00	139,000.00	
Syrac'e,Bin'n & N.Y.,1st m.7p.c.,	30,000.00	40,500.00	
Little Miami, 1st m. 5. p. c.,....	25,000.00	27,500.00	
Louisville & Nash., g. m. 6 p. c.,	25,000.00	28,000.00	
Louisville & Nash., trust 6 p. c.,	50,000.00	55,000.00	
N.Y., Lack. &West'n 1st m.6 p.c.,	100,000.00	133,000.00	
Chic., Bur. & Quin. deb. 5 p. c.,...	55,000.00	57,200 00	
Missouri Pacific, 1st m. 6 p. c.,..	50,000.00	55,000.00	
Miss'ri, Kan. & Tex. 1st m. 7 p. c.,	50,000.00	55,000.00	
N. Y. C. & H. Riv. deb., 5 p. c.,..	100,000.00	111,000.00	
Albany & Sus. 1st con. m. 6 p. c.,	75,000.00	92,500.00	
St. P. M. & M. 1st con. m. 6 p. c.,.	30,000.00	34,500.00	
C.M.&St.P.(C.&.P.W.D.)m5p.c.,	30,000.00	31,500.00	
Pennsylvania, 4½ p. c.,.....	55,000.00	60,000.00	
Dak. & Gt. South'n 1st m. 5 p. c.,	15,000.00	15,000.00	
Omaha & St. Louis 4 p. c.....	57,000 00	40,750.00	
N. Y., Chic. & St. Louis 4 p. c.,.	45,000.00	42,250.00	
RAILROAD STOCKS —			
New York & Harlem,.....	131,650.00	329,125.00	
Chicago, Rock Island & Pacific,.	55,000.00	53,900.00	
Omaha & St. Louis preferred,...	48,000.00	12,000.00	
BANK STOCKS—			
American Exchange National,...	10,000.00	16,500.00	
MISCELLANEOUS —			
Consolidated Gas Co. stock,.....	50,000.00	47,000.00	
Franklin Ins. Co., Ind., stock,...	195,700.00	195,700.00	
Delaware & Hudson Canal Co.,..	10,000.00	14,600.00	
New York Mut. Gas Lt. Co.,.....	20,000.00	20,800.00	
Totals,.....	$4,217,350.00	$5,143,175.00	5,143,175.00
Cash in Company's principal office,.....			2,427.22
Cash in bank,.....			170,773.60
Gross premiums in due course of collection,.....			179,403.14
Premiums payable direct to home office, ...			48,567.95
Gross assets of the Company,.....			$5,544,346.91
Deduct on account of inadmissible, insurance stock,...			195,700.00
Assets of the Company at their actual value, ...			$5,348,646.91

III. LIABILITIES.

Losses adjusted and unpaid,	$37,547.02	
Losses reported and unadjusted,	165,379.30	
Losses resisted,	13,310.00	
Gross amount of unpaid losses,	$216,236.32	
Deduct reinsurance,	15,984.01	
Net amount of unpaid losses,		$200,252.31
Unearned premiums on risks, one year or less,	$928,160.75	
Unearned premiums on risks, more than one year,	1,109,178.36	
Unearned premiums as computed above,		2,037,339.11
Commissions and brokerage,		54,564.37
Special deposits in other States in excess of present liabilities therein,		98,485.59
Total liabilities, except capital, special funds, and surplus,		$2,390,641.38
Capital stock,		1,000,000.00
Special reserve fund of stockholders,		500,000.00
Guaranty surplus fund,		500,000.00
Surplus beyond all liabilities,		958,005.53
Total liabilities, including capital, special funds, and surplus,		$5,348,646.91

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$2,994,645.96	
Deduct reinsurance, rebate, abatement, and return premiums,	564,284.31	
Actual cash premiums,		$2,430,361.65
Interest on loans and bonds, and dividends on stocks,		210,114.75
Actual cash income,		$2,640,476.40

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $198,096.09 occurring in previous years),	$1,638,200.65	
Deduct salvage and reinsurance,	212,142.62	
Net amount paid for losses,		$1,426,058.03
Cash dividends,		200,000.00
Commissions and brokerage,		397,152.65
Salaries and fees,		192,075.44
Taxes,		61,808.50
All other payments,		245,017.10
Actual cash expenditure,		$2,522,111.72

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$504,528,313	$3,889,981.10
Written or renewed during the year,	348,529,410	2,987,144.70
Totals,	$853 057,723	$6.877,125.80
Deduct those expired and marked off,	348,588,067	2,836,258.87
In force at the end of the year,	$504,469,656	$4,040,866.93
Deduct amount reinsured,	8,129,249	67,642.35
Net amount in force,	$496,340,407	$3,973,224.58

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$206,284,769	$1,856,321.50	1-2	$928,160.75
1888....	Two years,	3,974,147	21,005.39	1-4	5,251.35
1889....	Two years,	1,997,106	16,995.32	3-4	12,746.49
1887....	Three years,	73,867,150	409,487.97	1-6	68,247.99
1888....	Three years,	72,535,269	465,394.66	1-2	232,697.33
1889....	Three years,	60,646,189	472,757.55	5-6	393,964.60
1886....	Four years,	667,274	4,856.69	1-8	607.08
1887....	Four years,	1,326,840	7,757.14	3-8	2,908.92
1888....	Four years,	918,377	8,044 56	5-8	5,027.85
1889....	Four years,	843,189	8,842.08	7 8	7,736.82
1885....	Five years,	9,926,152	94,291.21	1-10	9,429.12
1886....	Five years,	17,190,565	138,796.37	3-10	41,638.89
1887....	Five years,	16,185,965	153,117.86	1-2	76,558.93
1888....	Five years,	15,561,741	158,188.23	7-10	110,731.74
1889....	Five years,	14,415,674	157,368.05	9-10	141,631.25
Totals,		$496,340,407	$3,973,224.58		$2,037,339.11

Premiums received since the organization of the Company,	$27,100,082.28
Losses paid since the Company organized,	13,234,173.68
Cash dividends paid stockholders,	2,140,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	326,500.00
Losses incurred during the year,	1,454,916.60

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Oregon,	$63,250.00	$10,178.55	$53,071.45
Virginia,	56,925.00	20,674 38	36,250.62
Georgia,	31,625.00	22,461.48	9,163.52
Totals,	$151,800.00	$53,314.41	$98,485.59

Business in Connecticut, 1889.

Fire risks taken (no inland),	$4,581,930.00
Premiums received,	42,659.97
Losses paid,	22,502.05
Losses incurred,	17,618.94

GERMANIA FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, March, 1859.

RUDOLPH GARRIGUE, *President.* CHARLES RUYKHAVER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$1,000,000.00
Whole amount of capital actual paid up in cash,	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$580,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		120,500.00
Interest accrued on bond and mortgage loans,		2,646.25
Value of lands mortgaged,	$101,500.00	
Buildings (insured for $155,500),	204,000.00	
Total,	$305,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States 4 p. c., reg.,	$500,000.00	$637,500.00
United States 4 p. c. coupon,	410,000.00	522,750.00
Mississippi 4 p. c.,	20,000.00	20,000.00
RAILROAD BONDS—		
St. Paul, Minn. & Manitoba, 7 p.c.,	15,000.00	17,400.00
Chic. & Northwestern 7 p. c.,	25,000.00	31,250.00
Chic. & Northw'n, s.f.deb., 5 p.c.,	25,000.00	27,750.00
Chic., Bur. & Quincy, 7 p. c.,	25,000.00	32,562.50

	Par Value.	Market Value.	
Chic., Rock Island & Pac., 6 p. c.,	25,000.00	33,750.00	
Union Pacific, 6 p. c.,	25,000.00	29,000 00	
Fargo & Southern, 6 p. c.,,	20,000.00	24,000.00	
Long Island, 5 p. c.,	15,000 00	17,775.00	
Mil. L. S. & W., 6 p. c.,	25,000.00	30,750.00	
East Tenn., Va. & Georgia, 7 p. c.,	20,000.00	24,600.00	
R. W. & O., 5 p. c.,	25,000.00	27,312.50	
D. D., E. B. & Bat'y 7 p. c.,	10,000.00	11,125.00	
C., M.&St.P.(S.Minn. Div.)6 p.c.,	25,000.00	29,437.50	
Denver & Rio Grande, 7 p. c.,	25,000.00	29,375.00	
Michigan Central, 7 p. c.,	25,000.00	31,250.00	
Michigan Central, 6 p. c.,	30,000.00	36,000.00	
N. Y. C. & H. R R. R., 7 p. c.,	25,000.00	33,125.00	
N. Y. C. & H. R. R. R., 5 p.c., deb.,	25,000.00	27,750.00	
Albany & Susquehanna, 6 p. c.,	40,000.00	49,000.00	
Hannibal & St. Jo., 6 p. c.,	25,000.00	29,875.00	
L. S. & Mich. South., reg., 7 p.c.,	25,000.00	31,500.00	
Wabash 1st m., 5 p. c.,	25,000.00	25,406.25	
C., S. L. & New Orleans, 5 p. c.,	25,000.00	28,875.00	
Union Pacific, 6 p. c. (Kan. Pac.),	25,000.00	27,125.00	
Mil. & St. Paul(C.&M. Div.), 7 p.c.	15,000.00	18,750.00	
Central of N. J., 5 p. c.,	25,000.00	28,125.00	
Central Pacific of Cal., 6 p. c.,	40,000.00	46,200 00	
C.M.&St.P.(C.&P.W.Div.), 5p.c.,	25,000.00	26,812.50	
Bank Stock—			
National Park,	5,000.00	12,500.00	
Totals,	$1,615,000.00	$1,998,631.25	1,998,631.25
Cash in Company's principal office,			15,194.95
Cash in bank,			74,946.97
Gross premiums in due course of collection,			159,684.32
Premiums payable at home office,			8,247.09
Rents due and accrued,			2,358.33
All other property,			2,927.48
Assets of the Company at their actual value,			$2,965,136.64

III. LIABILITIES.

Losses adjusted and unpaid,	$99,897.27	
Losses reported and unadjusted,	61,335.35	
Losses resisted,	22,923.77	
Gross amount of unpaid losses,	$184,156.39	
Deduct reinsurance,	32,375.57	
Net amount of unpaid losses,		$151,780.82
Unearned premiums on risks, one year or less,	$385,712 27	
Unearned premiums on risks, more than one year,	645,627.40	
Unearned premiums as computed above,		1,031,339.67

Commissions and brokerage,	23,952.65
Special deposits in other States in excess of present liabilities therein,	52,403.22
Total liabilities, except capital and surplus,	$1,259,476.36
Capital stock,	1,000,000.00
Surplus beyond all liabilities,	705,660.28
Total liabilities, including capital and surplus,	$2,965,136.64

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,555,003.99	
Deduct reinsurance, rebate, abatement, and return premiums,	367,631.11	
Actual cash premiums,		$1,187,372.88
Interest on mortgages of real estate,		4,411.47
Interest on loans and bonds, and dividends on stocks,		106,272.11
Actual cash income,		$1,298,056.46

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $51,329.04 occurring in previous years),	$682,233.40	
Deduct salvage and reinsurance,	74,370.49	
Net amount paid for losses,		$607,862.91
Cash dividends,		100,000.00
Commissions and brokerage,		166,850.81
Salaries and fees,		86,495.01
Taxes,		28,613.69
All other payments,		158,867.93
Actual cash expenditure,		$1,148,690.35

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$223,023,634.25	$2,015,240.74
Written or renewed during the year,	180,167,555.98	1,552,618.10
Totals,	$403,191,190.23	$3,567,858.84
Deduct those expired and marked off,	157,687,111.60	1,471,977.36
In force at the end of the year,	$245,504,078.63	$2,095,881.48
Deduct amount reinsured,	14,243,223.16	147,064.07
Net amount in force,	$231,260,855.47	$1,948,817.41

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$101,955,773.32	$771,424.54	1-2	$385,712.27
1888....	Two years,	231,035.00	2,081.86	1-4	520.46
1889....		251,066.00	1,965.27	3-4	1,473.95
1887....	Three years,	27,573,306.66	240,290.61	1-6	40,048.43
1888....		34,270,127.66	293,194.17	1-2	146,597.09
1889....		38,813,732.83	323,161.25	5-6	269,301.04
1886....	Four years,	256,982.00	2,609.73	1-8	326.21
1887....		194,700.00	1,745.74	3-8	654.64
1888....		318,242.00	2,681.58	5 8	1,675.98
1889....		303,425.00	2,381.47	7-8	2,083.78
1885 ...	Five years,	3,237,125.00	36,314.83	1-10	3,631.48
1886....		3,726,935.00	41,044.23	3-10	12,313.27
1887....		5,656,408.00	64,107.74	1-2	32,053.86
1888....		6,368,954.00	71,428.71	7-10	50,000.09
1889....		8,102,993.00	94,385.68	9-10	84,947.12
Totals,		$231,260,855.47	$1,948,817.41		$1,031,339.67

Premiums received since the organization of the Company,	$22,817,200.59
Losses paid since the Company organized,	11,400,629.95
Cash dividends paid stockholders,	2,101,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	229,200.00
Losses incurred during the year,	692,424.44

Special deposits elsewhere for the exclusive protection of policy holders there: —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Mississippi,	$26,375.00	$19,748.69	$6,626.31
Georgia,	31,875.00	13,598.09	18,276.91
Virginia,	63,750.00	50,000.00	13,750.00
Oregon,	63,750.00	50,000.00	13,750.00
Totals,	$185,750.00	$133,346.78	$52,403.22

Business in Connecticut, 1889.

Fire risks taken (no inland),	$2,622,450.00
Premiums received,	24,734.21
Losses paid,	11,183.77
Losses incurred,	12,240.37

GIRARD FIRE AND MARINE INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, May, 1853.

ALFRED S. GILLETT, *President.* EDWIN F. MERRELL, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$300,000.00
Whole amount of capital actually paid up in cash,.....	300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$296,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		678,033.33
Interest due and accrued on bond and mortgage loans,.....		13,225.66
Value of lands mortgaged,.....	$2,074,789.00	
Buildings (insured for $361,675),....		

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States,.....	$72,000.00	$90,720.00
Georgia,.....	25,000.00	30,000.00
MUNICIPAL AND COUNTY BONDS—		
City of Louisville,.....	10,000.00	12,400.00
County of St. Louis,.....	10,000.00	12,400.00
City of Topeka, Kansas,.....	10,000,00	10,275.00
RAILROAD BONDS—		
Philadelphia & Reading pfd.,....	2,000.00	1,590.00
RAILROAD STOCKS—		
Union Pacific,.....	5,000.00	5,750.00
Connecting R. R. Co.,.....	10,000.00	12,250.00
Pennsylvania,.....	10,000.00	13,000.00
Zanesville & Ohio.....	10,000.00	6,900.00
Phil., Wil. & Baltimore,.....	40,000.00	41,200.00
Lancaster & Reading,.....	10,000.00	11,000.00
North Pensylvania,.....	5,000.00	6,725.00
Philadelphia & Darby Pass.,.....	2,250.00	1,800.00

	Par Value.	Market Value.	
MISCELLANEOUS—			
Phila. & Reading Car Trust,....	35,000.00	35,700.00	
Lehigh Navigation Co.....	11,000.00	12,540.00	
Lower Merion Gas Co.,.....	6,500.00	6,641.67	
Holmesburg Water Co.,.....	1,000.00	1,000.00	
Girard F. and M. Ins. Co. stock,	12,700.00	49,530.00	
Totals, ...	$287,450.00	$361,421.67	361,421.67

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Ætna Ins. Co. stock,.....	$3,500	$8,750	$1,000	
Shroeder M. and M. Co. stock,..	7,800	3,900	5,500	
Bond and mortgage,.....	10,000	10,000		
Alleghany Valley R. R. 1 m. bds.,	1,000	1,205	600	
Girard F. and M. Ins. Co. stock,	3,700	14,430	8,400	
Totals,.....	$26,000	$38,285	$15,500	15,500.00

Cash in Company's principal office,.....	12,500.58
Cash in bank,.....	21,752.93
Interest due and accrued on stocks,.....	1,037.50
Interest due and accrued on collateral loans,.....	259.10
Gross premiums in due course of collection,.....	75,346.37
Bills receivable, not matured, taken for premiums,.....	4,669.85
Rents due and accrued,.....	1,486.61
All other property,.....	1,665.00
Gross Assets,.....	$1,482,898.60
Deduct value of Company's own stock owned,.....	49,530.00
Assets of the Company at their actual value,.....	$1,433,368.60

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted,.....	$24,002.33	
Losses resisted,.....	3,891.43	
Gross amount of unpaid losses,.....	$27,893.76	
Deduct reinsurance,.....	750.00	
Net amount of unpaid losses,.....		$27,143.76
Unearned premiums on risks, one year or less,...	$116,399.67	
Unearned premiums on risks, more than one year,	188,939.27	
Unearned premiums as computed above,.....		305,338.94
Reclaimable or perpetual fire policies,.....		258,595.82
Commissions and brokerage,.....		22,417.39
Due for salaries, rent, advertising, etc.,.....		2,374.33

Taxes,	639.49
Return premiums and reinsurance,	8,829.68
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$625,339.41
Capital stock, less 127 shares owned by Company,	287,300.00
Surplus beyond all liabilities,	520,729.19
Total liabilities, including capital and surplus,	$1,433,368.60

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$424,348.49	
Deduct reinsurance, rebate, abatement, and return premiums,	50,083.63	
Actual cash premiums,		$374,264.86
Interest on mortgages of real estate,		35,137.31
Interest on loans and bonds, and dividends on stocks,		21,328.67
Rents,		8,901.15
Deposit premiums received on perpetual risks,	$39,371.92	
Actual cash income,		$439,631.99

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $24,792.93 occurring in previous years),	$225,140.66	
Deduct salvage and reinsurance,	8,473.31	
Net amount paid for losses,		$216,667.35
Cash dividends,		72,000.00
Commissions and brokerage,		68,534.34
Salaries and fees,		47,360.55
Taxes,		14,294.82
All other payments,		26,288.13
Deposit premiums returned,	$8,438.45	
Actual cash expenditure,		$445,145.19

VI. MISCELLANEOUS.

Risks and Premiums (including Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$64,437,825	$810,116.12
Written or renewed during the year,	44,077,026	462,038.06
Totals,	$108,514,851	$1,272,154.18
Deduct those expired and marked off,	38,197,838	382,010.58
In force at the end of the year,	$70,317,013	$890,143.60
Deduct amount reinsured,	2,025,706	21,573.29
Net amount in force,	$68,291,307	$868,570.31

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$24,399,833	$232,799.33	1–2	$116,399.67
1888....	Two years,....	127,424	1,043.01	1–4	260.75
1889....		129,557	1,338.39	3–4	1,003.78
1887....	Three years,....	5,936,493	62,387.91	1–6	10,397.98
1888....		6,158,033	63,034.35	1–2	31,517.18
1889....		7,377,962	77,488.26	5–6	64,573.55
1886....	Four years,.....	84,400	1,091.80	1–8	136.47
1887....		135,606	1,179.96	3–8	442.49
1888....		186,605	1,858.12	5–8	161.32
1889....		263,362	2,366.51	7–8	2,070.68
1885....	Five years,.....	1,490,208	8,312.92	1–10	1,831.29
1886....		1,706,667	21,079.22	3–10	6,323.76
1887....		2,212,443	26,163.80	1– 2	13,081.90
1888....		2,730,393	31,652.84	7–10	22,156.98
1889....		3,068,809	35,646.35	9–10	32,081.72
	Over five years,	195,850	3,798.85	5–10	1,899.42
	Perpetuals, ...	2,087,662	287,328.69	90–100	258,595.82
Totals, ...		$68,291,307	$868,570.31		$563,934.76

Premiums received since the organization of the Company,....	$8,530,925.00
Losses paid since the Company organized, ...	3,624,713.00
Cash dividends paid stockholders,.....	1,341,196.00
Stock dividends declared,.....	None.
Stock owned by directors at par value,.....	75,500.00
Losses incurred during the year,.....	224,019.59
Loaned to officers and directors,.....	19,900.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$1,233,867.00
Premiums received,.....	11,980.39
Losses paid,.....	3,950.92
Losses incurred,.....	3,950.92

GLENS FALLS INSURANCE COMPANY,

GLENS FALLS, N. Y.

Commenced Business, May, 1850.

R. M. LITTLE, *President.* J. L. CUNNINGHAM, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....	$30,239.06
Loans on bond and mortgage (first liens), not more than one year's interest due,.....	643,150.37
Interest due and accrued on bond and mortgage loans,.....	3,002.64
Value of lands mortgaged,.....	
Buildings (insured for ———),.....	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States,.....	$200,000.00	$253,000.00	
MUNICIPAL BONDS—			
Richmond city,.....	10,000.00	10,000.00	
RAILROAD BONDS—			
N. Y. C. & H. R.,.....	180,000.00	236,700.00	
N. Y. & H. R.,.....	80,000.00	102,800.00	
Syracuse, B. & N. Y.,.....	15,000.00	19,875.00	
BANK STOCK—			
First Nat., Glens Falls,.....	10,000.00	20,000.00	
MISCELLANEOUS—			
H. R. Pulp & Paper Co.'s bonds,	106,000.00	109,085.00	
Int. Loan & Trus. Co. Deb., with 1st mort. col.,.....	100,000.00	100,000.00	
Jarvis-Conklin Mort. Trust Co. Deb., with 1st mort. col.,....	53,500.00	53,500.00	
Totals,.....	$754,500.00	$904,960.00	904,960.00

Loan on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
M. & E. R. R. 1 m.,...	$3,000	$4,425	$3,000	3,000.00
Cash in Company's principal office,.....				3,643.29
Cash in bank,.....				150,412.46

Interest due and accrued on stocks and bonds,		1,460.00
Interest due and accrued on collateral loans,		525.00
Gross premiums in due course of collection,		52,660.40
Bills receivable, not matured, taken for premiums,		250.00
Gross assets of the Company,		$1,793,303.22
Deduct doubtful debts,		1,533.14
Assets of the Company at their actual value,		$1,791,770.08

III. LIABILITIES.

Losses adjusted and unpaid,	$12,612.46	
Losses reported and unadjusted,	10,996.00	
Losses resisted,	3,310.00	
Gross amount of unpaid losses,	$26,918.46	
Deduct reinsurance,	3,133.60	
Net amount of unpaid losses,		$23,784.86
Unearned premiums on risks, one year or less,	$132,078 94	
Unearned premiums on risks, more than one year,	418,907.98	
Unearned premiums as computed above,		550,986.92
Commissions and brokerage,		7,898.98
Due and accrued for salaries,		6,050.00
Special deposit in Virginia in excess of present liability therein,		3,952.23
Liabilities, except capital, special funds, and surplus,		$592,672.99
Capital stock,		200,000.00
Special reserve fund of stockholders,		200,000.00
Guaranty surplus fund,		200,000.00
Surplus beyond all liabilities,		599,097.09
Total liabilities, including capital, special funds, and surplus,		$1,791,770.08

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$621,766.51	
Deduct reinsurance, rebate, abatements, and return premiums,	108,320.70	
Actual cash premiums,		$513,445.81
Interest on mortgages of real estate,		38,643.89
Interest on loans and bonds, and dividends on stocks,		45,993.58
Rents,		267.00
Actual cash income,		$598,350.28

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $23,852.86 occurring in previous years),	$275,521.13	
Deduct salvage and reinsurance,	18,485.93	
Net amount paid for losses,		$257,035.20
Cash dividends,		20,000.00

Commissions and brokerage,	101,185.14
Salaries and fees,	47,266.05
Taxes,	11,645.64
All other payments,	36,465.26
Actual cash expenditure,	$473,597.29

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$105,382,461	$1,048,754.64
Written or renewed during the year,	63,498,198	625,283.26
Totals,	$168,880,659	$1,674,037.90
Deduct those expired and marked off,	59,203,311	584,410.25
In force at the end of the year,	$109,677,348	$1,089,627.65
Deduct amount reinsured,	3,540,918	39,738.62
Net amount in force,	$106,136,430	$1,049,889.03

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$26,681,004	$264,158.09	1-2	$132,078.94
1888....	Two years,	327,791	2,965.25	1-4	741.32
1889....		361,337	3,263.15	3-4	2,447.36
1887....	Three years,	17,732,248	157,629.38	1-6	26,271.56
1888....		19,128,124	173,028.34	1-2	86,514.17
1889....		21,872,990	201,057.60	5-6	167,548.00
1886....	Four years,	151,197	1,681.21	1-8	210.15
1887....		335,457	2,962.73	3-8	1,111.02
1888....		485,129	4,302.93	5-8	2,689.35
1889....		889,230	7,309.36	7-8	6,395.69
1885....	Five years,	3,466,060	45,813.26	1-10	4,581.32
1886....		2,908,111	35,926.56	3-10	10,777.97
1887....		3,138,336	37,837.76	1-2	18,918.88
1888....		3,951,519	50,284.41	7-10	35,199.08
1889....		4,707,897	61,669.00	9-10	55,502.11
Totals,		$106,136,430	$1,049,889.03	...	$550,986.92

Premiums received since the organization of the Company,	$9,277,858.92
Losses paid since the Company organized,	4,821,098.74
Cash dividends declared,	460,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	77,690.00
Losses incurred during the year	254,258.88
Loaned to officers and directors,	3,000.00

Special deposits elsewhere for the exclusive protection of policyholders there:—

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Virginia,	$10,000.00	$6,047.77	$3,952.23

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,100,883.00
Premiums received,	9,787.71
Losses paid,	3,434.31
Losses incurred,	4,465.87

GRANITE STATE FIRE INSURANCE COMPANY,

PORTSMOUTH, N. H.

Commenced Business, November, 1885.

FRANK JONES, *President.* ALFRED F. HOWARD, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$500,000.00
Whole amount of capital actually paid up in cash,	200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$124,350.00
Interest accrued on bond and mortgage loans,		2,585.23
Value of lands mortgaged,	$175,080.00	
Buildings (insured for $138,475),	192,425.00	
Total,	$367,505.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
COUNTY AND MUNICIPAL BONDS—		
Carroll County, N. H., 6 p. c.,	$200,00	$200.00
Garfield Co., Col., sch. dist., 8 p. c.,	1,000.00	1,055.00
Harrisville, N. H., town, 5 p. c.,	15,000.00	15,600.00
Manchester, N. H., city, 4 p. c.,	100,000.00	107,000.00
RAILROAD BONDS—		
N. Y. & N. E. 7 p. c., 1st mort.,	10,000.00	12,700.00
BANK STOCKS—		
Int'l L. & T. Co., Kan. City, Mo.,	5,000.00	5,[illegible]50.00
Nat. L. & T. Co., Kan. City, Mo.,	2,500.00	2,500.00
Nat. L. & T. Co., Kan. City, Mo.,	1,500.00	1,500.00
RAILROAD STOCKS—		
Worcester, Nashua & Rochester,	100.00	125 00
Eastern R. R., preferred,	7,700.00	10,318.00

	Par Value.	Market Value.	
MISCELLANEOUS —			
Ft. Pl., N. Y., W. Co. 1st m., 6 p.c.,	10,000.00	11,000.00	
Dover, N. H., Gas Light Co. stk.,	2,500.00	2,700.00	
N. H. Trust Co. (Deb.), 6 p. c.,..	15,000.00	15,000.00	
N. H. Trust Co. (Deb.), 6 p. c.,..	6,000.00	6,000.00	
Xenia, O., W. Co. 1st m. 6 p. c.,	6,000.00	6,300.00	
St. Cloud G. & E. Co. 1st m. 7 p.c.,	10,000.00	10,500.00	
Nash. C. & G. P. Co. 6 p. c. bds.,	5,000.00	5,000.00	
Totals,.....	$197,500.00	$212,748.00	212,748.00

Loans on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
Chip. Falls, Mo., W. W. Co. 1st mort. bonds,.....	$3,000	$3,150	$2,480	
Lake Nat. Bk., Wolfboro, N. H., stock,.....	12,000	12,600	10,000	
Indian Head Nat. Bank, Nashua, N. H., stock,...	4,000	5,400	4,000	
Front St. Cable Rail. Co., Seattle, Wash., 1st m. 6 p. c. bonds,.	3,000	3,000	2,000	
Totals,.....	$22,000	$24,150	$18,480	18,480.00

Cash in Company's principal office,.....		187 51
Cash in bank,.....		42,304.58
Interest due and accrued on stocks,.....		3,842.40
Interest due and accrued on collateral loans,.....		176.49
Gross premiums in due course of collection,.....		51,998.91
Premiums unpaid (more than three months due),.	$328.69	
Assets of the Company at their actual value,.....		$456,673.12

III. LIABILITIES.

Losses adjusted and unpaid,.....	$11,956.30	
Losses reported and unadjusted,.....	22,097.63	
Losses resisted,.....	1,395.55	
Gross amount of unpaid losses,.....	$35,449.48	
Deduct reinsurance,.....	13,007.30	
Net amount of unpaid losses,.....		$22,442.18
Unearned premiums on risks, one year or less, ..	$110,396.35	
Unearned premiums on risks, more than one year,	80,025.94	
Unearned premiums as computed above,.....		190,422.29
Commissions and brokerage,.....		5,354.62
Due for salaries, rent, advertising, etc.,.....		728.93

All other liabilities,	12,779.11
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$231,727.13
Capital stock,	200,000.00
Surplus beyond all liabilities,	24,945.99
Total liabilities, including capital and surplus,	$456,673.12

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$371,911.90	
Deduct reinsurance, rebate, abatement, and return premiums,	105,550.83	
Actual cash premiums,		$266,361.07
Interest on mortgages of real estate,		6,048.99
Interest on loans and bonds, and dividends on stock,		10,596.68
Actual cash income,		$283,006.74

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $13,190.68 occurring in previous years),	$191,009.80	
Deduct salvage and reinsurance,	27,260.78	
Net amount paid for losses,		$163,749.02
Cash dividends,		None.
Commissions and brokerage,		43,622.13
Salaries and fees,		14,410.39
Taxes,		5,459.48
All other payments,		14,519.36
Actual cash expenditure,		$241,760.38

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$29,289,889	$384,059.33
Written or renewed during the year,	33,947,952	381,882.73
Totals,	$63,237,841	$765,942.06
Deduct those expired and marked off,	24,427,102	324,765.85
In force at the end of the year,	$38,810,739	$441,176.21
Deduct amount reinsured,	5,368,424	72,354.76
Net amount in force,	$33,442,315	$368,821.45

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$20,326,158	$220,792.70	1-2	$110,396.35
1888....	Two years, ...	65,126	543.04	1-4	135.76
1889....		76,460	624 59	3-4	468.44
1887....	Three years,...	2,005,121	24,879.30	1-6	4,146.55
1888....		1,737,416	21,558.13	1 2	10,779.07
1889....		2,617,288	30,989.79	5-6	25,824.83
1886....	Four years,....	563,896	5,725.79	1-8	715.72
1887....		482,659	4,880.28	3-8	1,830.10
1888....		497,432	5,036.58	5-8	3,147.86
1889....		526,090	5,125.20	7-8	4,484.55
1885....	Five years,.....	266,849	2,792.65	1-10	279.26
1886....		949,868	10,264.20	3-10	3,079.26
1887....		1,115,965	11,379.89	1-2	5,689.95
1888....		1,191,550	11,808.87	7-10	8,266.20
1889....		1,020,437	12,420.44	9-10	11,178.39
Totals, ...		$33,442,315	$368,821.45	....	$190,422.29

Premiums received since the organization of the Company,....	$1,317,014.65
Losses paid since the Company organized,.....	535,733.06
Cash dividends paid stockholders, ...	None.
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	112,100.00
Losses incurred during the year,.....	172,978.99

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$625,793.00
Premiums received,.....	6,714.66
Losses paid,.....	2,599.74
Losses incurred,.....	2,599.74

GREENWICH INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, January, 1835.

SAMUEL C. HARRIOT, *President.* MASON A. STONE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$170,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		18,100.00
Interest due on bond and mortgage loans,		180.00
Value of lands mortgaged,	$33,500.00	
Buildings (insured for $18,500),	20,000.00	
Total,	$53,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States reg., 4 p. c.,	$185,000.00	$234,025.00	
Dist. of Columbia reg., 3-65 p. c.,	125,000.00	155,000.00	
RAILROAD BONDS—			
N.Y. C. & H.R., extended, 5 p.c.,	50,000.00	51,625.00	
N. Y. C. & H. R. 1st m. 7 p. c.,	100,000.00	133,000.00	
Albany & Susquehanna, 6 p.c.,	80,000.00	98,000.00	
Harlem River & Portchester, reg.,	10,000.00	12,000.00	
West Shore, 4 p. c. 1st m. guar.,	50,000.00	52,000.00	
Oswego & Syracuse, 5 p. c.,	53,000.00	58,300.00	
Buffalo & Erie, 7 p. c.,	9,500.00	11,495.00	
RAILROAD STOCK—			
Rensselaer & Saratoga,	35,500.00	63,900.00	
BANK STOCK—			
National Broadway,	17,500.00	52,850.00	
MISCELLANEOUS—			
Consolidated Gas Co.,	60,000.00	55,200.00	
Totals,	$775,500.00	$977,395.00	977,395.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
North. Pac. R. R. Co.'s pfd stk.,	10,000	7,450	$40,000.00	
C., M. & St. P. " " "	20,000	22,900		
Western Union Tel. Co. stock,	10,000	8,300		
N. P. R. R. & L. G. 6 p. c. bonds,	10,000	11,000		
C. Mil. & St. P. Co.'s pfd. stock,	20,000	22,900	20,000.00	
West. Union Tel. Co.'s stock,	4,000	3,320		
West Side Bank stock,	3,000	6,900	7,000.00	
Amer. Loan & Trust Co. stock,	2,000	2,000		
Peoria, Decatur & Evansville R. R. Co.'s 6 p. c. bonds,	6,000	6,240	5,000.00	
Bowery National Bank stock,	4,000	10,000	5,000.00	
Missouri Pacific R. R. Co.'s stk.,	10,000	7,150	2,307.61	
C., R. I. & Pac. R. R. Co.'s stk.,	10,000	9,725		
Hanover National Bank stock,	1,500	5,025	1,550.00	
United States Life Ins. Co.'s stk.,	1,350	1,215	850.00	
R. E. & Auction Room Lim. stk.,	1,000	1,250	1,000.00	
North River Bank stock,	510	765	500.00	
People's Fire Insur. Co.'s stock,	250	225	150.00	
Totals,	$113,610	$126,365	$83,357.61	83,357.61

Cash in Company's principal office,		2,577.11
Cash in bank,		64,964.41
Interest due and accrued on collateral loans,		1,174.49
Gross premiums in due course of collection,		119,591.38
Bills receivable not matured taken for premiums,		3,277.67
Rents due and accrued,		1,291.67
Reinsurance due,		637.50
Premiums unpaid (more than three months due),	$13,161.91	
Gross assets,		$1,442,546.84
Deduct doubtful debts,		2,750.00
Assets of the Company at their actual value,		$1,439,796.84

III. LIABILITIES.

Losses reported and unpaid,	$13,500.00	
Losses reported and unadjusted,	187,664.21	
Losses resisted,	10,578.30	
Gross amount of unpaid losses,	$211,742.51	
Deduct reinsurance,	19,084.53	
Net amount of unpaid losses,		$192,657.98
Unearned premiums on risks, one year or less,	$252,267.28	
Unearned premiums on risks, more than one year,	359,459.09	
Unearned premiums on inland risks,	31,599.31	
Unearned premiums as computed above,		642,394.18
Reclaimable on perpetual policies,		931.50
Commissions and brokerage,		26,500.00
Taxes,		2,000.00
Return premiums,		500.00
Special deposits in other States, in excess of present liabilities therein,		None
Total liabilities, except capital and surplus,		$864,983.66
Capital stock,		260,000.00
Surplus beyond all liabilities,		374,813.18
Total liabilities, including capital and surplus,		$1,439,796.84

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$822,817.33	$208,527.48	
Deduct reinsurance, rebate, abatement, and return premiums,	76,332.35	10,598.37	
Actual cash premiums,	$746,484.98	$197,929.11	$944,414.09
Interest on mortgages of real estate,			1,119.00
Interest on loans and bonds, and dividends on stocks,			42,444.68
Rents,			18,514.94
Actual cash income,			$1,006,492.71

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. pd. for losses (inc. $135,711.28 occurring in previous years), ..	$602,471.36	$150,043.25	
Deduct salvage and reinsurance,...	117,983.40	11,980.21	
Net amount paid for losses,	$484,487.96	$138,063.04	$622,551.00
Cash dividends,.....			20,000.00
Commissions and brokerage, ...			230,666.45
Salaries and fees,.....			58,551.46
Taxes, ...			9,226.25
All other payments,.....			54,013.80
Actual cash expenditure,.....			$995,008.96

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,.....	$212,108,162	$1,054,036.65
Written or renewed during the year,.....	166,222,077	828,655.42
Totals, ...	$378,330,239	$1,882,692.07
Deduct those expired and marked off,.....	128,738,783	683,424 49
In force at the end of the year, ...	$249,591,456	$1,199.267.58
Deduct amount reinsured, ...	5,608,897	41,728.36
Net amount in force,.....	$243,982,559	$1,157,539.22

	Marine and Inland.	Premiums.
In force at the end of the year,.....	$3,189,158	$63,198.62

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$89,126,924	504,534.57	1 2	$252,267.28
1888....	Two years,.....	646,545	1,494.47	1-4	373.62
1889....		1,822,238	7,070.39	3-4	5,302.79
1887....	Three years,....	26,485,247	124,811.50	1-6	20,801.92
1888....		46,640,247	175,052.34	1-2	87,526.17
1889....		54,831,064	197,717.42	5-6	164,764.51
1886....	Four years,....	196,515	565.03	1-8	70.63
1887...		246,833	751.18	3-8	281.69
1888....		482,892	3,255.14	5-8	2,034.46
1889....		476,850	2,494.76	7 8	2,182.91
1885....	Five years,.....	3,641,542	22,714.88	1-10	2,271.49
1886....		3,837,625	23,827.51	3 10	7,148.25
1887....		3,861,603	25,908.50	1-2	12,954.25
1888....		5,862,655	33,472.58	7-10	23,430.80
1889....		5,723,779	32,585.53	9-10	29,326.98
1887 ...	Six years,.....	21,000	54.92	5 12	22.88
1886....		19,000	113.00	1-8	14.12
1885....		10,000	80.50	1-4	20.12
	Perpetual, ...	50,000	1,035.00	90-100	931.50
Totals,.....		$243,982,559	$1,157,539.22		$611,726.37

Premiums received since the organization of the Company,	$8,748,688.08
Losses paid since the Company organized,	5,464,952.52
Cash dividends paid stockholders,	1,970,000.00
Stock dividends declared,	None.
Stock owned by directors at par value,	84,150.00
Loaned to stockholders not officers,	3,307.61
Losses incurred during the year (fire, $584,650.81; marine and inland, $175,297.24),	759,948.05

Business in Connecticut, 1889.

Fire risks taken (no inland),	$905,199.33
Premiums received,	7,575.62
Losses paid,	2,358.31
Losses incurred,	2,358.31

HANOVER FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1852.

BENJAMIN S. WALCOTT, *President.* I. REMSEN LANE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of capital actually paid up in cash,	$1,000,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$88,000.00
Interest accrued on bond and mortgage loans,		355.00
Value of lands mortgaged,	$81,500.00	
Buildings (insured for $81,000),	103,000.00	
Total,	$184,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS —		
United States 6 p. c. currency,	$50,000.00	$61,050.00
United States 4½ p. c. reg.,	75,000.00	79,125.00
United States 4½ p. c. coupons,	30,000.00	31,650.00
United States 4 p. c. reg.,	642,000.00	815,340 00
United States 4 p. c. coupons,	48,000.00	61,440.00

	Par Value.	Market Value.	
Georgia 4½ p. c. coupons,.....	25,000.00	28,620.00	
MUNICIPAL BONDS—			
Cityof Richmond, Va., 5 p. c. reg.,	50,000.00	57,750.00	
RAILROAD BONDS—			
N. Y. & Harlem 1st m. 7 p. c.,..	25,000.00	32,000.00	
Erie consolidated mortgage,.....	54,000.00	75,060.00	
Union Pacific 1st mort., ...	50,000.00	56,687.50	
Union Pacific sinking fund,.....	25,000,00	28,750.00	
Cairo & Fulton 7 p. c. 1st m.,...	25,000.00	26,312.50	
N. Y. Elevated 1st m. 7 p. c.,...	20,000.00	23,500.00	
Kansas Pacific con. 1st m.,.....	50,000.00	57,375.00	
Rich. & Allegheny 1st m. 7 p. c.,	25,000.00	17,500.00	
Flint & Pere Marq. 6 p. c. gold,..	30,000.00	36,600.00	
Chicago, Milwaukee & St. Paul (C. & P. W. div.) 1st m. gold,.	25,000.00	26,812.50	
C., B. & Q. (Ia. div.) 4 p. c.,....	25,000.00	23,937.50	
Norfolk & Western 6 p. c. gold,.	5,000.00	5,875.00	
Cin., I., St. L. & C. 1st m. 4 p. c.,	30,000.00	30,000.00	
Louisv. & Nashv. Trust 6 p. c,..	50,000.00	55,000.00	
West Shore 1st m. guar. 4 p. c.,.	100,000.00	105,750.00	
Pennsylvania reg. 4½ p. c.,.....	36,000.00	38,700.00	
C. M. & St. Paul (Wis. & M. Div) 1st m. 5 p. c. gold,.....	10,000.00	10,500.00	
C. M. & St. Paul (Terminal mort.) 5 p. c. gold,.....	10,000.00	10,525.00	
L., N. A. & C. con. m. 6 p. c....	15,000.00	15,450.00	
New York, Chicago & St. Louis 1st m. gold 4 p. c.,.....	30,000.00	28,200.00	
Rich. & Dan. 6 p. c. con. m. gold,	25,000.00	29,875.00	
Milwaukee & St. Paul 1st m. (Ia. & Minn. Div.) 7 p. c. con,.....	6,000.00	7,320.00	
Missouri, Kansas & Texas con. 1st m. 7 p. c. land grant,.....	5,000.00	5,537.50	
St. L. & I. Mount'n 1st m. 7 p. c ,	5,000.00	5,312.50	
RAILROAD STOCKS—			
Rensselaer & Saratoga con. cap.,	10,000.00	18,500.00	
Chicago, Burlington & Quincy,.	10,000.00	10,650.00	
C., R. I. & Pacific,.....	11,000.00	10,697.50	
Chic. & North Western, ...	20,000.00	22,150.00	
L. S. & Mich. Southern,.....	10,000.00	10,462.50	
N. Y. C. & H. R. R. R.....	50,000.00	53,250.00	
BANK STOCKS—			
Metropolitan National,.....	7,500.00	900.00	
American Exchange National,...	15,000.00	24,825.00	
Central Trust Co.,.....	10,000.00	88,500.00	
MISCELLANEOUS—			
Del. & Hudson Canal Co. stock,.	50,000.00	73,000.00	
Cons. Gas Co. of N. Y., stock,..	20,000.00	18,400.00	
Totals,.....	$1,814,500.00	$2,218,890.00	2,218,890.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Hanover National Bank stock,	$500	$1,650	$350	
Germania Fire Ins. Co., stock,	1,400	2,380	1,400	
Totals,	$1,900	$4,030	$1,750	1,750.00
Cash in Company's principal office,				34,740.40
Cash in bank,				61,734.16
Cash with Treasurer of State of Mississippi,				15,000.00
Interest due and accrued on stocks,				9,732.50
Interest due and accrued on collateral loans,				8.75
Gross premiums in due course of collection,				118,132.23
Premiums payable direct to home office,				7,408.69
Reinsurance due,				4,071.74
Premiums unpaid (more than three months due),				
Assets of the Company at their actual value,				$2,559,823.47

III. LIABILITIES.

Losses adjusted and unpaid,	$58,832.25	
Losses reported and unadjusted,	56,194.78	
Losses resisted,	9,022.76	
Gross amount of unpaid losses,	$124,049.79	
Deduct reinsurance,	8,446.12	
Net amount of unpaid losses,		$115,603.67
Unearned premiums on risks, one year or less,	$429,319.59	
Unearned premiums on risks, more than one year,	460,707.04	
Unearned premiums as computed above,		890,026.63
Commissions and brokerage,		24,726.87
Reinsurance,		531.58
Special deposits in other States and Country in excess of present liabilities therein,		94,110.56
Total liabilities, except capital and surplus,		$1,124,999.31
Capital stock,		1,000,000.00
Surplus beyond all liabilities,		434,824.16
Total liabilities, including capital and surplus,		$2,559,823.47

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,364,204.01	
Deduct reinsurance, rebate, abatement, and return premiums,	187,827.38	
Actual cash premiums,		$1,176,376.63
Interest on mortgages of real estate,		4,335.00
Interest on loans and bonds, and dividends on stocks,		91,287.32
Actual cash income,		$1,271,998.95

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $104,546.37 occurring in previous years),	$706,780.28	
Deduct salvage and reinsurance,	51,818.11	
Net amount paid for losses,		$654,962.17
Cash dividends,		100,000.00
Commissions and brokerage,		231,253.25
Salaries and fees,		135,006.65
Taxes,		26,795.62
All other payments,		103,953.44
Actual cash expenditure,		$1,251,971.13

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$202,574,705.67	$1,853,013.38
Written or renewed during the year,	161,696,610.32	1,364,008.39
Totals,	$364,271,315.99	$3,217,021.77
Deduct those expired and marked off,	163,964,388.66	1,377,944.21
In force at the end of the year,	$200,306,927.33	$1,839,077.56
Deduct amount reinsured,	10,925,743.63	75,099.09
Net amount in force,	$189,381,183.70	$1,763,978.47

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$93,020,041.92	$858,639.18	1-2	$429,319.59
1889....	One year or less,	64,510.00	263.40	Whole Amount.	263.40
1888....	Two years,	236,693.34	2,534.83	1-4	633.71
1889....	Two years,	224,955.01	2,243.48	3-4	1,682.61
1887....	Three years,	22,897,604.55	187,888.20	1-6	31,314.70
1888....	Three years,	23,352,797.37	196,171.85	1-2	98,085.92
1889....	Three years,	22,093,943.41	205,572.40	5-6	171,310.33
1889....	Three years,	9,500.00	71.42	Whole Amount.	71.42
1886....	Four years,	258,566.67	2,472.52	1-8	309.07
1887 ...	Four years,	306,908.34	3,460.62	3-8	1,297.73
1888....	Four years,	346,771.66	3,574.29	5-8	2,233.93
1889....	Four years,	406,664.00	3,930.81	7-8	3,439.46
1885....	Five years,	5,201,998.22	59,041.12	1-10	5,904.11
1886 ...	Five years,	5,488,689.65	56,236.61	3-10	16,870.98
1887....	Five years,	5,374,195.66	61,277.96	1-2	30,638.98
1888....	Five years,	4,835,798.40	55,279.96	7-10	38,695.97
1889....	Five years,	5,163,336.83	63,443.60	9-10	57,099.24
.....	Over five years,	98,208.67	1,876.22	Various Fractions.	855.48
Totals,		$189,381,183.70	$1,763,978.47	...	$890,026.63

Premiums received since the organization of the Company,	$21,563,361.53
Losses paid since the Company organized,	11,823,084.20
Cash dividends paid stockholders,	1,909,500.00
Stock dividends declared,	100,000.00
Stock owned by directors at par value,	156,650.00
Loaned to stockholders,	1,400.00
Losses incurred during the year,	708,025.50

Special deposits elsewhere for the exclusive protection of policyholders there : —

State or Country.	Val. of Deposits.	Total liabilities therein.	Excess of Deposits.
Georgia,	$29,182.50	$6,819.90	$22,362.60
Mississippi,	27,800.00	24,761.42	3,038.58
Virginia,	59,000.00	13,034.62	45,965.38
Totals,	$115,982.50	$44,615.94	$71,366.56

Business in Connecticut, 1889.

Fire risks taken (no inland),	$2,637,610.40
Premiums received,	28,519.75
Losses paid,	20,976.61
Losses incurred,	18,044.25

HOME INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1853.

DANIEL A. HEALD, *President.* WILLIAM L. BIGELOW, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$3,000,000.00
Whole amount of capital actually paid up in cash,	3,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$1,345,325.80
Loans on bond and mortgage (first liens), not more than one year's interest due,		754,000.00
Interest due and accrued on bond and mortgage loans,		16,002.78
Value of lands mortgaged,	$1,254,710.00	
Buildings (insured for $529,275),	821,425.00	
Total,	$2,076,135.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States 6 p. c., currency,..	$1,150,000.00	$1,416,850.00
District of Columbia, 3-65,.....	1,000,000.00	1,250,000.00
Mississippi 4 p. c.,.....	20,000.00	20,000.00
MUNICIPAL BONDS —		
New York City 3 p. c.,.....	200,000.00	216,000.00
City of Richmond, Va., 5 p. c.,..	50,000.00	56,000.00
Topeka City, Kans., Impt.,	120,326.29	121,529.55
City of Council Bluffs, Ia., "	25,000.00	25,250.00
Nebraska City, Neb., "	25,000.00	26,000.00
Kansas City, Kans., "	14,500.00	15,225.00
City of Greeley;Col.,water, 6 p.c.,	25,000.00	25,500.00
RAILROAD BONDS—		
Iowa Central 5 p. c.,.....	25,000.00	21,250.00
O. & W. Va. 1st m. 7 p. c.,.....	100,000.00	113,000.00
Peoria, Decatur & Evansv. 6 p.c.,	100,000.00	101,000.00
N. Y., Chi. & St. L. 4 p. c.,.....	112,000.00	105,280.00
C., C., C. & I. 1st m. 7 p. c.,....	100,000.00	134,000.00
T., A. A. & G. T. 1st m. 6 p. c.,	100,000.00	112,000.00
N. Y., L. E. & W. 6 p. c.,.....	200,000 00	224,000.00
Lou., New Alb. & Chi. 6 p. c.,..	100,000 00	119,000.00
Chi., St. P., Minn. & Om. 6 p. c.,	50,000.00	61,000.00
Dunkirk, Warren & Pitts. 7 p. c.,	75,000.00	88,500.00
Jeffersonv., Mad. & Ind. 7 p. c.,	50,000.00	58,500.00
N. Y. & Harlem 1st m. 7 p. c.,..	100,000.00	128,000.00
West Shore 1st m. guar. 4 p. c.,	100,000.00	104,000.00
Valley Ry. Co., O., c. gold, 6 p.c.,	100,000.00	101,000.00
Sav. & West. 1st m. guar. 5 p. c.,	50,000.00	50,750.00
Va. Midland, gen. m. 5 p. c.,....	50,000.00	44,000.00
Alabama Central 1st m. 6 p. c.,..	50,000.00	56,750.00
Clev. & Canton 1st m. 5 p. c.,...	50,000.00	48,750.00
RAILROAD STOCKS—		
Fort Wayne & Jackson pref.,....	100,000.00	115,000.00
Chic., St. P., Minn. & O. pref.,..	50,000.00	48,500.00
N. Y. C. & H. R. R. R.,.....	50,000.00	54,000.00
Iowa Central Ry. Co. pref.,.....	40,000.00	10,000.00
BANK STOCKS—		
Hanover National, New York,..	10,000.00	33,000.00
Am. Ex. " " ..	20,000.00	33,000.00
Fourth " " ..	10,000.00	17,000.00
Western " " ..	20,000.00	19,600.00
Mercantile " " ..	20,000.00	42,000.00
Mer. Ex. " " ..	10,000.00	12,300.00
Chatham " " ..	5,000.00	15,500.00
Nat. Bk. of Commerce, " ..	20,000 00	39,200.00
Nat. Butch. & Drovers, " ..	5,000.00	9,250.00
Bank of America, " ..	20,000.00	40,000.00
Manhattan Company, " ..	10,000.00	19,300.00

	Par Value.	Market Value.	
Nassau Bank, New York,..	10,000.00	16,100.00	
Nat. Bk. of the Rep., " ..	10,000.00	17,500.00	
Holland Trust Co., " ..	20,000.00	44,000.00	
Franklin Trust Co., Brooklyn,..	20,000.00	36,000.00	
Metropolitan Trust Co.,.....	5,000.00	11,750.00	
National Broadway,.....	10,000.00	30,000.00	
Long Island Loan and Trust Co.,	4,500.00	7,740.00	
MISCELLANEOUS—			
A. & C. Canal Co. 7 p. c.,.....	100,000.00	108,000.00	
Streator, Ill., Aqueduct Co., 6 p.c.,	10,000.00	10,000.00	
Totals,.....	$4,721,326.29	$5,631,874.55	5,631,874.55

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.
U. S. Government 4 p. c. bds.,	$5,000	$6,350.00	$5,000
L. & P. R.R. Co. rec. ctf. & notes,	35,000	35,000.00	31,000
Continental National Bank,...	6,400	8,448.00	6,000
U.P. R.R. Co. 1st m. bds., 1898,	2,000	2,320.00	2,000
American Express Co., ...	2,500	2,875.00	
Wells, Fargo & Co.,.....	1,000	1,350.00	11,000
S., L. S. & E. R.R. 1 m. 6 p.c. bds.,	11,000	10,450.00	
Chatham National Bank, ...	12,500	38,750.00	16,500
Safe Deposit Co. of New York,	10,000	12,000.00	10,000
Sec. Nat. Bank of New York,	10,000	32,500.00	15,000
N. Y. C. & H. R. R. R. stock,.	20,000	21,600.00	50,000
National Bank of the Republic,	30,000	52,500.00	
R., H. & L. 1st m. 6 p. c. bds.,	11,500	8,625.00	12,500
R., H. & L. div. terminal bds.,	12,000	7,200.00	
M. & E. R. R. Co. stock,.....	400	580	200
U. P. R. R. 1st m. bds., 1898,.	1,000	1,160.00	1,000
Al. & Ch. Canal Co. bonds,...	3,000	3,240.00	2,500
D.M. & Ft.D. 1 m. 2½ p.c. Gt. bds.,	11,000	5,940.00	5,000
Da. & Gt. So. R.R. 5 p. c. bds.,	1,000	1,000.00	600
Del., Lack. & W.R.R.Co. stock,	35,000	47,600.00	50,000
Chic., M. & St.P.R.R. cm.stock,	20,000	13,650.00	
Al. & Ch. Canal Co. bonds,...	2,000	2,160.00	2,000
S., L. S. & E. 1st m. 6 p.c. bds.,	1,000	950.00	
Cent'l R. R. Co. of N. J. stock,	22,500	27,112.50	
U. P. R. R. 1st m. bonds, 1896,	5,000	5,675.00	
C., H. & D. R.R. con. m.s.f. bds.,	2,000	2,470.00	
C., H.V. & T. 5 p.c. bonds, 1931,	3,000	2,280.00	50,000
Wabash R.R. 2d m.5 p.c. bds.,	10,000	8,300.00	
L. & N. R. R. 7 p. c. bonds,..	5,000	5,900.00	
Ch. & O. 1st cond. m. 5 p.c. bds.,	10,000	10,000.00	
N. Y. & Har. R. R. Co. stock,	3,300	8,250.00	
Morris & Esx. R. R. Co. stock,	5,000	7,250.00	
C., C. & St. L. R. R. Co. pfd. stock,	30,000	29,250.00	50,000
Tenn. C. & Irn. R.R. Co. pfd. stk.,	10,000	9,700.00	
Wab'h R.R. Co. 2d m. 5 p.c. bds.,	7,000	5,810.00	

	Par Val.	Market Val.	Amt. Loaned.	
N.Y., C. & St. L. 1st m. 4p.c. bds.,	4,000	3,760.00	3,000	
Chic., B. & Q. R. R. Co. stock,	20,000	21,600.00	50,000	
Chic., R. I. & P. R.R. Co. stock,	10,000	9,700.00		
Clev., C., C. & St. L. R.R. Co. stk,	20,000	13,900.00		
L., St. L. & T. Ry. 1st m. bds.,	15,000	15,000.00		
Totals,	$425,100	$502,205.50	$373,300	373,300.00
Cash in bank,				196,357.19
Interest due and accrued on stocks and bonds,				18,565.69
Interest due and accrued on collateral loans,				2,469.83
Gross premiums in due course of collection,				574,223.76
Bills receivable, not matured, taken for premiums,				19,040.01
Premiums unpaid (more than three months due),			$8,518.11	
Bills receivable, matured, but in course of collection,			1,201.91	
Instalment notes held by the Company,			494,453.39	
Assets of the Company at their actual value,				$8,931,159.61

III. LIABILITIES.

Losses adjusted and unpaid,	$91,581.65	
Losses reported and unadjusted,	542,661.39	
Losses resisted,	42,269.11	
Gross amount of unpaid losses,	$676,512.15	
Deduct reinsurance,	144,524.66	
Net amount of unpaid losses,		$531,987.49
Unearned premiums on risks, one year or less,	$1,312,073.00	
Unearned premiums on risks, more than one year,	2,375,279.00	
Unearned premiums on inland navigation risks,	57,052.00	
Unearned premiums on marine risks,	27,539.00	
Unearned premiums as computed above,		3,771,943.00
Commissions and brokerage,		102,637.73
Reserved for sinking fund,		30,210.98
Taxes,		5,000.00
Due for reinsurance,		181,840.63
Special deposits in other States in excess of present liabilities therein,		55,870.57
Total liabilities, except capital and surplus,		$4,679,490.40
Capital stock,		3,000,000.00
Surplus beyond all liabilities,		1,251,669.21
Total liabilities, including capital and surplus,		$8,931,159.61

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$5,181,582.30	$185,081.61	
Deduct reinsurance, rebate, abatement, and return premiums,	1,001,349.95	27,911.03	
Actual cash premiums,	$4,180,232.35	$157,170.58	$4,337,402.93
Notes received for premiums unpaid,		20,241.92	
Interest on mortgages of real estate,			40,254.86
Interest on loans and bonds, and dividends on stocks,			255,435.71
Rents,			87,488.10
Actual cash income,			$4,720,581.60

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $429,294.03 occurring in previous years),	$3,119,148.97	$53,360.25	
Deduct salvage and reinsurance,	263,279.61	899.63	
Net amount paid for losses,	$2,855,869.36	$52,460.62	$2,908,329.98
Cash dividends,			300,510.00
Commissions and brokerage,			814,207.91
Salaries and fees,			413,161.48
Taxes,			72,736.42
All other payments,			297,648.31
Actual cash expenditure,			$4,806,594.10

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$770,287,351	$7,457,710.00
Written or renewed during the year,	656,336,257	5,150,915.59
Totals,	$1,426,623,608	$12,608,625.59
Deduct those expired and marked off,	632,217,817	4,837,438.59
In force at the end of the year,	$794,405,791	$7,771,187.00
Deduct amount reinsured,	76,486,672	500,510.00
Net amount in force,	$717,919,119	$7,270,677.00

	Marine and Inland.	Premiums.
In force at the end of the year,	$5,934,303	$141,642.00

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889 ...	One year or less,	$290,672,694	$2,624,146.00	1-2	$1,312,073.00
1888....	Two years,.....	7,288,761	27,207.00	1-4	6,802.00
1889. ..		4,890,028	46,652.00	3-4	34,989.00
1887 ...	Three years,....	66,176,026	632,413 00	1-6	105,402.00
1888....		82,586,482	800,009.00	1-2	400,005.00
1889....		66,696,384	629,123.00	5-6	524,269.00
1886....	Four years,....	1,172,940	12,228.00	1-8	1,528.00
1887....		1,347,143	14,234.00	3-8	5,337.00
1888....		1,426,991	13,913.00	5-8	8,695.00
1889....		1,356,470	12,913.00	7-8	11,299.00
1885....	Five years,.....	34,305,009	456,594.00	1-10	45.659.00
1886....		32,243,717	435,585.00	3-10	130,676.00
1887....		39,592,803	491,891.00	1-2	245,946.00
1888....		43,162,570	525,522.00	7-10	367,865.00
1889....		43,068,523	529,915.00	9-10	476,924.00
Various,	Over five years,	1,932,578	18,332.00	Pro rata.	9,883.00
	Totals,.....	$717,919,119	$7,270,677.00		$3,687,352.00

Premiums received since the organization of the Company,....	$82,186,080.96
Losses paid since the Company organized,.....	49,313,850.15
Cash dividends declared,.....	7,915,000.00
Stock dividends declared,.....	1,000 000.00
Losses incurred during the year (fire $2,924,112.15; marine and inland, $78,402.36),.....	3,002,514.51
Stock owned by directors at par value,.....	198,000.00

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Virginia,.....	$56,000.00	$31,829.43	$24,170.57
Georgia,.....	31,750.00	49,760.43	.....
Mississippi,.....	26,350.00	52,683.67	.....
Oregon,.....	62,500.00	30,800.00	31,700.00
Totals,.....	$176,600.00	$165,073.53	$55,870.57

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$6,906,062.00
Premiums received,.....	54,963.93
Losses paid,.....	18,560.90
Losses incurred,.....	15,788.83

PRESIDENT AND DIRECTORS OF THE INSURANCE COMPANY OF NORTH AMERICA,

PHILADELPHIA, PA.

Commenced Business, 1792.

CHARLES PLATT, *President.* GREVILLE E. FRYER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$3,000,000.00
Whole amount of capital actually paid up in cash,.....	3,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...	$329,610.02
Loans on bond and mortgage (first liens), not more than one year's interest due,.....	2,366,098.73
Loans on bond and mortgage (first liens), more than one year's interest due (of which $2,500 is in process of foreclosure),.	2,500.00
Interest due on bond and mortgage loans,.....	25,752.14
Value of property (insured for $2,075,682), $6,200,652.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
GOVERNMENT BONDS—		
Belgian Gov., 3 and 3½ p. c.,....	$49,441.30	$49,441.30
STATE BONDS—		
Georgia loan, 4½ p. c.,.....	25,000.00	28,500.00
MUNICIPAL BONDS—		
Boston city loan, 6 p. c. reg., ...	200,000.00	218,000.00
Baltimore water stk., 5 p. c. reg.,	200,000.00	212,000.00
Indianap's city ln., 7 3/10 p. c. reg.	30,000.00	33,000.00
Hartford city loan, 6 p. c. reg.,..	45,000.00	48,150.00
Toledo city loan, 8 p. c. reg.,....	21,000.00	24,150.00
Cincinnati city loan, $8,000, 6 p.c.; $10,000, 7 3/10 p. c.; $10,000, 7 p. c.; $11,000,.....	39,000 00	46,800.00
City of Montreal, 4 p. c.,.....	111,000.00	116,550.00
Fall River city loan, 5 p. c., gold,	30,000.00	31,800.00
Harrisburg city loan, 6 p. c.,....	15,000.00	16,050.00
Providence city loan, 5 p.c. g.reg.,	25,000.00	28,500.00
Newark city loan, 7 p. c.,.....	20,000.00	21,200.00
Cleveland city loan, 7 p. c.,.....	30,000.00	33,300.00
East Lincoln, Ill., 5 p. c., coup.,	10,000.00	10,300.00
Burlington, Ill., 8 p. c.,.....	12,000.00	14,400.00

	Par Value.	Market Value.	
Richmond, Va., city, 4 p. c.,....	50,000.00	52,000.00	
Railroad Bonds—			
Pennsylvania con., 5 p. c. reg.,..	330,000.00	372,900.00	
Pennsylvania con. m. reg., 6 p. c.,	100,000.00	123,000.00	
Phila. & Reading, 1st m., 6 p. c.,	350,000.00	437,500.00	
Phila. & Reading, 1st m., 7 p. c.,	5,000.00	5,550.00	
North Penn. gen. mort., 7 p. c.,.	75,000.00	101,250.00	
North Penn. coup., 7 p. c.,.....	5,000.00	5,750.00	
Belvidere & Del., 1st m., 6 p. c.,	50,000.00	58,000.00	
P. & N. Y. C..7 p.c., guar. by L.V.,	30,000.00	34,800.00	
Lehigh Valley con., 6 p. c. reg.,.	200,000.00	270,000.00	
San A. & A. P. R.W. Co's 6 p. c.,	20,000.00	18,000.00	
Phil., Wil. & Balt., 6 p. c. reg.,.	39,000.00	40,560.00	
E. & Am., 1st m. guar. 5 p. c. reg.,	100,000.00	115,000.00	
Phil. & Erie, reg. 5 p.c. g. by Pa.,	150,000.00	172,500.00	
Chi. & West.Ind.con.6 p.c. coup.,	117,000.00	136,890.00	
North'n Cent. con. 6 p. c. g. mort.,	14,000.00	16,520.00	
Pitt. McK. & Yough. 2 m. 6 p. c.,	50,000.00	57,500 00	
Lehigh Valley, sterling 6 p. c., ..	56,000.00	58,800.00	
The Belt R. R. & Stock yd. 6 p.c.,	50,000.00	56,000.00	
Bergen Co.R. R.,1st m.6 p.c.coup.	50,000.00	56,000.00	
New York & Long Branch, 5 p.c.,	150,000.00	162,000.00	
Phil.& Balt.Cent. 5 p.c. 1st con.r.,	100,000.00	105,000.00	
Del. & Chesapeake, 1st m. 4 p. c.,	100,000.00	90,000.00	
N. Y., L. E. & W. 3d m. 4½ p. c.,	200,000.00	220,000.00	
N.Y., W. S. & Buff., 1st m. 4 p. c.,	25,000.00	26,250.00	
Steubenv'e & Ind., 1st m. 5 p.c.r.,	200,000.00	216,000.00	
Corning, Cow. & A., 1st m. 6 p. c.,	65,000.00	68,250.00	
N. Y., L. E. & W., 6 p. c. col. tr.,	33,000.00	36,300.00	
Terre H. & Logans't ex. m. 6 p. c.,	50,000.00	50,000.00	
Canada & Atlantic, 1st m. 5 p. c.,	20,000.00	20,000.00	
Jefferson R.R., 1st m. 5 p.c. coup.	30,000.00	31,500.00	
McKeesp't & Belle V., 1 m. 6 p.c.,	20,000.00	21,000.00	
Penn. & N. Y. Canal & R. R. Co.'s 4 p. c. reg.,.....	50,000.00	50,500.00	
Texas & Pacific, 1st m. 6 p. c.,...	14,000.00	15,400.00	
L.& N. (E. & H. div.), 1st m. 6 p. c.	75,000.00	85,500.00	
Bank Stocks—			
Philadelphia National,.....	10,000.00	24,500.00	
Miscellaneous—			
Car Trust of N. Y., No. 2, Series D, 6 p. c., reg.,.....	62,000.00	62,000.00	
Dela. Div. Canal, 6 p. c. bds.,...	15,000.00	15,000.00	
L. C. & N., con. m. 7 p. c. r.....	5,000.00	6,500.00	
L. C. & N., gen. m. 4½ p. c.....	50,000.00	51,000.00	
Chesapeake & Del. Canal stock,.	11,400.00	500.00	
Sandy H., Q. & City I. Tel. stk.,	1,000.00	1,000.00	
Mutual Insurance scrip (Atlantic Mutual), reg.,.....	37,160.00	38,646.70	
Totals,.....	$4,027,001.30	$4,517,508.00	4,517,508.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Ins. Co. of North Amer. stock,	$3,650	$9,490	$2,000	
Pennsylvania R. R. stock,.....	1,350	1,431		
Penn. Co. for Insur. on Lives and Granting Annuities stk.,	200	1,200	2,000	
United Cos. of N. Jersey stock,	100	226		
Pennsylvania R. R. Co. stock,.	1,300	1,378	550	
Ins. Co. of North Amer. stock,	670	1,742	1,200	
Phila. Mort. & Trust Co. stock,	2,500	2,750	2,000	
Real Estate Trust Co. stock,...	1,900	3,420	2,500	
Jefferson R. R. Co. bonds,....	47,000	47,000	65,000	
Boston United Gas Co. bonds,.	25,000	25,000		
Cent N. E. & W. R. R. Co. bds ,	50,000	50,000	35,000	
Phila. & Read. R. R. Co. stk.,	50,000	19,000	25,000	
Phila. & Read. R. R. Co. bds.,	10,000	8,700		
Totals,.....	$193,670	$171,337	$135,250	135,250.00
Cash in Company's principal office,.....				568,090.09
Cash in bank,.....				
Gross premiums in due course of collection,.....				632,209.50
Bills receivable, not matured, taken for premiums,.....				103,285.72
Assets of the Company at their actual value,.....				$8,680,304.20

Items not Admitted.

Wrecking boat "North America,".....	$59,500.00	
Book debts due Company,.....	71,973.79	
Bills receivable, past due,.....	1,099.33	
Total, ...	$132,573.12	

III. LIABILITIES.

	Fire.	Marine and Inland.	
Losses adjusted and unpaid,.....	$72,706.00	None.	
Losses reported and unadjusted,...	110,873.00	$248,700.00	
Losses resisted,.....	20,672.00	None.	
Gross amount of unpaid losses,	$204,251.00	$248,700.00	
Deduct salvage and reinsurance,	11,051.00	134,000.00	
Net amount of unp'd losses,	$193,200.00	$114,700.00	$307,900.00
Unearned premiums on risks, one year or less,...		$979,949.91	
Unearned premiums on risks, more than one year,		1,179,014.21	
Unearned premiums on marine and inland risks,		160,436.72	
		$2,319,400.84	
Deduct reinsurance,.....		57,940.76	
Unearned premiums as computed above,.....			2,261,460.08

Reclaimable on perpetual fire policies,	743,109.92
Commissions and brokerage,	81,626.45
Reinsurance premiums,	11,914.38
All other liabilities,	7,083.43
Special deposits in other States in excess of present liabilities therein,	148,460.51
Total liabilities, except capital and surplus,	$3,561,554.77
Capital stock,	3,000,000.00
Surplus beyond all liabilities,	2,118,749.43
Total liabilities, including capital and surplus,	$8,680,304.20

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$2,946,530.07	$1,841,189.49	
Deduct reinsurance, rebate, abatements, and return premiums,	329,499.37	471,646.11	
Actual cash premiums,	$2,617,030.70	$1,369,543.38	$3,986,574.08
Interest on mortgages of real estate,			135,715.51
Interest on loans and bonds, and dividends on stocks,			232,628.61
Net perpetual premiums for the year,			38,437.30
Deposit premiums received for perpetual risks,		$55,986.25	
Actual cash income,			$4,393,355.50

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses,	$1,433,001.08	$1,858,807.08	
Deduct salvage and reinsurance,	53,267.29	548,322.05	
Net amount paid for losses,	$1,379,733.79	$1,310,485.03	$2,690,218.82
Cash dividends,			450,000.00
Commissions and brokerage,			662,172.24
Salaries and fees,			210,873.91
Taxes,			114,215.84
All other payments,			228,150.37
Deposit premiums returned on perpetual risks during the year,		$17,548.95	
Actual cash expenditure,			$4,355,631.18

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

In force on the 31st day of December of the preceding year,	$375,842,635	$3,974,516.82
Written or renewed during the year,	341,701,752	2,975,322.16
Totals,	$717,544,387	$6,949,838.98
Deduct those expired and marked off,	294,710,648	2,673,540.53
In force at the end of the year,	$422,833,739	$4,276,298.45
Deduct amount reinsured,	13,489,743	115,881.51
Net amount in force,	$409,343,996	$4,160,416.94

Perpetual Risks.

	Fire.	Deposits.
Perpetual risks in force on the 31st day of December of the preceding year,	$28,516,243.89	$743,783.67
Perpetual risks written during the year,	2,358,100.00	55,986.25
Totals,	$30,874,343.89	$799,769.92
Deduct those marked off,	634,785.00	17,548.95
In force December 31, 1889,	$30,239,558.89	$782,220 97

	Marine and Inland.	Premiums.
In force at the end of the year,	$16,178,779.00	$160,436.72

Recapitulation of Fire Risks and Premiums (excluding Perpetuals).

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$201,318,440	$1,959,899.82	1-2	$979,949.91
1888....	Two years,.....	1,506,441	10,059.47	1-4	2,514.86
1889....		1,369,735	11,230.48	3-4	8,422.86
1887....	Three years, ...	36,892,918	362,091.81	1-6	60,348.63
1888 ...		43,093,973	407,442.66	1-2	203,721.33
1889....		43,686,317	403,249.70	5-6	336,041.42
1886....	Four years,....	838,501	9,297.32	1-8	1,162.16
1887....		1,117,236	10,151.50	3-8	3,806.81
1888....		801,234	7,297.05	5 8	4,560.66
1889....		1,046,825	10,607.08	7-8	9,281.19
1885....	Five years,.....	15,991,552	190,894.17	1-10	19,089.41
1886....		18,029,733	216,984.94	3-10	65,095.48
1887....		19,114,045	222,465.21	1 2	111,232.60
1888....		19,124,357	218,264.70	7-10	152,785.29
1889....		17,123,083	206,843.85	9 10	186,159.46
	Over five years,..	1,779,349	29,518.69	pro rata.	14,792.05
	Totals, ...	$422,833,739	$4,276,298.45		$2,158,964.12
	Less amt. reinsured,	13,489,743	115,881.51		57,940.76
	Totals, ...	$409,343,995	$4,160,416.94		$2,101,023.36

Premiums received since the organization of the Company,	$89,505,194.76
Losses paid since the Company organized,	63,910,365.54
Cash dividends paid stockholders,	10,953,934.25
Stock dividends declared,	None.
Losses incurred during the year (fire, $1,397,922.79; marine and inland, $1,381,285.03),	2,779,207.82
Stock owned by directors at par value,	124,980.00
Loaned to officers and directors,	2,000.00
Loaned to stockholders not officers,	6,250.00

Special deposits elsewhere for the exclusive protection of policy-holders there :—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,	$28,500.00	$18,747.92	$9,752.08
Virginia,	52,000.00	10,917.72	41,082.28
Canada,	100,000.00	2,373.85	97,626.15
Totals,	$180,500.00	$32,039.49	$148,460.51

Business in Connecticut, 1889.

Fire risks taken (marine or inland),	$5,284,092.00
Premiums received,	54,783.80
Losses paid,	17,059.97
Losses incurred,	17,059.97

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA,

PHILADELPHIA, PENN.

Commenced Business, November, 1794.

GEORGE G. CROWELL, *President.* A. B. EARLE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$200,000.00
Whole amount of capital actually paid up in cash,	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$304,543.00
Loans on bond and mortgage (first liens), not more than one year's interest due,	110,950.00
Interest due and accrued on bond and mortgage loans,	2,079.42
Value of lands mortgaged, / Buildings (insured for $89,300),	$298,400.00

Stocks and Bonds owned by the Company.

	Par Value	Market Value.	
MUNICIPAL BONDS—			
City of Cincinnati, 6 p. c.,	$8,000.00	$9,600.00	
City of Quincy, 4½ p. c.,	10,000.00	10,600.00	
RAILROAD BONDS—			
Har., P., Mt. J. & Lan., 4 p. c.,	15,000.00	16,500.00	
Chicago & Western Ind., 6 p. c.,	12,000.00	13,800.00	
Pittsburgh Junction, 6 p. c.,	10,000.00	11,500.00	
Corn., Cowan. & Antrim, 6 p. c.,	12,000.00	12,600.00	
Sham., Sunb. & Lewisb., 5 p. c.,	10,000.00	10,300.00	
Terre Haute & Logansport, 6 p. c.,	20,000.00	20,600.00	
Steubenville & Indiana, 5 p. c.,	30,000.00	32,400.00	
St. Paul & Northern, 6 p. c.,	10,000.00	12,000.00	
S. H. & Wilkesbarre, 5 p. c.,	4,000.00	4,120.00	
Northern Central, 4½ p. c.,	10,000.00	10,600.00	
Phil. & Reading, pref., 5 p. c.,	2,000.00	930.00	
Phil. & Reading, g. m., 4 p. c.,	1,000.00	890.00	
Phil. & Reading, consols, 5 p. c.,	10,000.00	10,000.00	
Wabash, 2 m., 5 p. c.,	14,000.00	11,725.00	
RAILROAD STOCK—			
Lehigh Valley,	10,000.00	10,600.00	
BANK STOCK—			
Philadelphia National,	2,000.00	4,960.00	
MISCELLANEOUS—			
Long Dock Company, 6 p. c.,	10,000.00	12,100.00	
Delano Land Company, 7 p. c.,	10,000.00	12,000.00	
Car Trust of N.Y., No. 2, series C,	9,000.00	9,000.00	
Orient Mut. Ins. Co., scrip,	8.19	8.19	
Totals,	$219,008.19	$236,833.19	236,833.19

Cash in Company's principal office,	3,134.87
Cash in bank,	11,403.59
Cash in hands of managers,	15,769.93
Interest due and accrued on stocks,	499.21
Gross premiums in due course of collection,	14,544.58
Bills receivable, not matured, taken for premiums,	1,963.25
Rents due and accrued,	6,049.45
Due for reinsurance,	4,408.46
Reclaimable on perpetual insurance,	6,183.75
All other property,	90.07
Assets of the Company at their actual value,	$718,452.77

III. LIABILITIES.

Losses adjusted and unpaid,	$72,147.00	
Losses reported and unadjusted,		
Losses resisted,		
Gross amount of unpaid losses,		$72,147.00

Unearned premiums on risks, one year or less,...	$119,933.12	
Unearned premiums on risks, more than one year,	99,667.79	
Unearned premiums as computed above,.....		219,600.91
Reclaimable on perpetual policies,.....		164,085.84
Commissions and brokerage,..		1,431.69
Due for borrowed money,.....		5,000.00
Taxes,.....		500.00
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$462,765.44
Capital stock,.....		200,000.00
Surplus beyond all liabilities,.....		55,687.33
Total liabilities, including capital and surplus,.....		$718,452.77

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,.....	$395,839.10	None.	
Deduct reinsurance, rebate, abatements, and return premiums,..	69,278.62	None.	
Actual cash premiums,....	$326,560.48	None.	$326,560.48
Interest on mortgages of real estate,.....			6,422.98
Interest on loans and bonds, and dividends on stocks,.....			11,936.43
Rents,.....			20,262.66
From all other sources,.....			1,143.16
Deposit premiums received from perpetual risks,		$25,497.75	
Actual cash income,.....			$366,325.71

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. pd. for losses (inc. $33,635.20 occurring in previous years),..	$209,050.23	$1,167.30	
Deduct salvage and reinsurance,...	14,934.80	995.51	
Net amount paid for losses,	$194,115.43	$171.79	$194,620.24
Losses pd. on perpetual risks,	333.02	.....	
Cash dividends,.....			20,000.00
Commissions and brokerage,.....			73,955.79
Salaries and fees,.....			41,414.36
Taxes,.....			10,896.59
All other payments,....			13,187.40
Deposit premiums returned on perpetual risks,..		$3,682.15	
Actual cash expenditure,.....			$354,074.38

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$33,735,778	$374,003.23
Written or renewed during the year,	42,482,102	395,839.10
Totals,	$76,217,880	769,842.33
Deduct those expired and marked off,	36,444,202	337,873.99
In force at the end of the year,	$39,773,678	$431,968.34
Deduct amount reinsured,	2,113,173	24,777.21
Net amount in force,	$37,660,505	$407,191.13

	Marine and Inland.	Premiums.
In force at the end of the year,	None.	None.

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$20,825,919	$239,866.23	1-2	$119,933.12
1888....	Two years,	54,661	254.14	1 2	63.53
1889....	Two years,	141,275	859.51	3-4	644.63
1887....	Three years,	1,883,394	18,750.93	1-6	3,125.15
1888....	Three years,	3,079,564	26,773.40	1-2	13,386.70
1889 ...	Three years,	4,038,507	34,246.81	5 6	28,539.01
1886....	Four years,	44,850	481.38	1-8	60.17
1887....	Four years,	85,522	903.51	3-8	338.81
1888....	Four years,	111,492	1,398.19	5 8	873.87
1889....	Four years,	154,729	1,475.68	7-8	1,291.22
1885....	Five years,	531,009	6,184.17	1-10	618.41
1886....	Five years,	821,236	9,341.04	3-10	2,802.31
1887....	Five years,	1,466,595	18,002.13	1-2	9,001.07
1888 ...	Five years,	1,853,909	19,458.64	7-10	13,621.04
1889....	Five years,	2,248,302	24,325.57	9-10	21,893.01
1889....	Over 5 years,	319,541	4,869.80	Pro rata.	3,408.86
	Totals,	$37,660,505	$407,191.13		$219,600.91
	Perpetual,	5,580,319	178,936.29	$\frac{90}{100}$ & $\frac{95}{100}$	164,085.84

Premiums received since the organization of the Company,	$18,810,468.21
Losses paid since the Company organized,	15,184,791.76
Cash dividends paid stockholders,	4,186,406.00
Stock dividends declared,	None.
Stocks owned by the directors at par value,	23,800.00
Losses incurred during the year (fire, $240,347.25; marine and inland, none),	240,347.25

Business in Connecticut, 1889.

Fire risks taken (no inland),	$971,860.00
Premiums received,	11,266.77
Losses paid,	1,759.25
Losses incurred,	1,234.75

JERSEY CITY INSURANCE COMPANY,

JERSEY CITY, N. J.

Commenced Business, December, 1856.

NATHANIEL FOOTE, *President.* CHARLES F. PATTERSON, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$250,000.00
Whole amount of capital actually paid up in cash,.....	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....		$53,650.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		186,863.50
Interest due and accrued on bond and mortgage loans,.....		3,733.07
Value of lands mortgaged, ...	$207,200.00	
Buildings (insured for $195,000),.....	259,300.00	
Total, ...	$466,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 p. c. 1907,.....	$4,000.00	$5,080.00	
MUNICIPAL BONDS—			
Jersey City 7 p. c.,.....	40,000.00	44,000.00	
Newark City 4 p. c., 1906.....	30,000.00	31,500.00	
BANK STOCKS—			
First National, Jersey City, N. J.,	800.00	2,400.00	
Second Nat., Jersey City, N. J.,.	3,000.00	6,750.00	
MISCELLANEOUS—			
Jersey City Gas Light Co. stock,.	13,240.00	26,480.00	
People's Gas L. Co., Jersey City,	850.00	765.00	
New Jersey Ice Co. stock,.....	9,700.00	9,409.00	
Totals,.....	$101,590.00	$126,384.00	126,384.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.
Con. Gas. Co., N. Y., stock,...	$1,800	$1,701.00	$10,500
Bowery Nat. B'k, N. Y., stock,	1,000	2,000.00	
American Express Co. stock,..	9,000	10,350.00	

	Par Value.	Market Value.	Amt. Loaned.	
First Nat. B'k, Jersey City, ...	300	900.00	600	
Second Nat. B'k, Jersey City,..	300	675.00		
Home Ins. Co., N. Y., stock,..	300	450.00	350	
United States 4 p. c. bond,....	50	63.50		
Middlesex Banking Co., bonds,	1,000	1,000.00	900	
Ransom School Twp., Dak., b.,	500	500.00		
Western Nat. B'k, N. Y., stk.,	1,000	960.00		
Second Nat. Bank, Jersey City,	10,000	22,500.00	10,000	
First Nat. Bank, Jersey City,..	2,000	6,000.00	5,000	
First Nat. B'k, Hoboken, N. J.,	1,000	3,000.00		
U. S. 4 per cent. bonds,.....	600	762.00	500	
Am. Ex. Nat. Bank, Chicago,.	3,000	3,900.00	2,000	
Totals,.....	$31,850	$54,761.50	$29,850	29,850.00
Cash in Company's principal office,.....				5,523.27
Cash in bank,.....				18,770.25
Interest due and accrued on stocks and bonds,.....				1,830.83
Interest due and accrued on collateral loans,.....				796.46
Gross premiums in due course of collection,.....				4,802.58
Assets of the Company at their actual value,.....				$432,203.96

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted,.....	$17,761.62	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....	$17,761.62	
Deduct reinsurance,.....	None.	
Net amount of unpaid losses,.....		$17,761.62
Unearned premiums on risks, one year or less,...	$32,093.10	
Unearned premiums on risks, more than one year,	58,520.43	
Unearned premiums as computed above,.....		90,613.53
Reclaimable on perpetual policies,.....		878.04
Commissions and brokerage,.....		720.37
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$109,973.56
Capital stock,.....		250,000.00
Surplus beyond all liabilities, ...		72,230.40
Total liabilities, including capital and surplus,.....		$432,203.96

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$118,768.78	
Deduct reinsurance, rebate, abatement, and return premiums,.....	11,144.88	
Actual cash premiums,.....		$107,623.90
Interest on mortgages of real estate,.....		9,032.89
Interest on loans and bonds, and dividends on stocks,.....		6,912.32

Rents,	3,160.53
From all other sources,	1,237.44
Actual cash income,	$127,967.08

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $13,006.71 occuring in previous years),	$56,316.17	
Deduct salvage and reinsurance,	2,898.76	
Net amount paid for losses,		$53,417.41
Cash dividends,		17,500.00
Commissions and brokerage,		26,342.05
Salaries and fees,		11,794.09
Taxes,		3,349.93
All other payments,		10,004.81
Actual cash expenditure,		$122,408.29

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$16,347,703	$143,164.68
Written or renewed during the year,	11,205,245	119,766.98
Totals,	$27,552,948	$262,931.66
Deduct those expired and marked off,	9,041,130	93,526.14
In force at the end of the year,	$18,511,818	$169,405.52
Deduct amount reinsured,	296,595	2,140.42
Net amount in force,	$18,215,223	$167,265.10

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$7,041,501	$65,176.51	1-2	$32,588.25
1888....	Two years,	11,250	62.30	1-4	15.57
1889....		.....	.....	3-4	.....
1887....	Three years,	2,410,633	19,633.68	1-6	3,272.28
1888....		3,205,935	26,795.54	1-2	13,397.77
1889....		3,611,370	32,355.17	5-6	26,962.65
1886....	Four years,	.....	.....	1-8	.....
1887....		.....	.....	3-8	.....
1888....		.....	.....	5-8	.....
1889....		.....	.....	7-8	.....
1885....	Five years,	213,530	2,314.94	1-10	231.49
1886....		288,690	3,161.05	3-10	948.30
1887....		353,952	3,880.12	1-2	1,940.06
1888....		586,308	6,321.75	7-10	4,425.19
1889....		768,499	8,780.21	9-10	7,902.18
	Perpetual,	20,150	924.25	95-100	878.04
Totals,		$18,511,818	$169,405.52	...	$92,561.78
	Reinsurance,	296,595	2,140.42	1-2	1,070.21
Totals,		$18,215,223	$167,265.10		$91,491.57

Premiums received since the organization of the Company,	$2,010,173.00
Losses paid since the Company organized,	762,800.00
Cash dividends paid stockholders,	549,281.00
Stock dividends declared,	None.
Stock owned by directors at par value,	60,850.00
Losses incurred during the year,	59,299.49
Loaned to officers and directors,	13,100.00
Loaned to stockholders not officers,	16,500.00

Business in Connecticut, 1889.

Fire risks taken (no inland),	$704,060.00
Premiums received,	6,086.52
Losses paid,	5,965.64
Losses incurred,	4,042.99

LIBERTY INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1887.

GEORGE A. MORRISON, *President.* PHILIP LA TOURETTE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$800,000.00
Whole amount of capital actually paid up in cash,	800,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 6 p. c. cur.,	$382,000.00	$480,197.50	
United States 4 p. c. reg.,	84,000.00	106,470.00	
United States 4 p. c. coup.,	133,000.00	169,837.50	
United States 4½ p. c. reg..,	175,000.00	184,187.50	
RAILROAD BONDS—			
Central R. R. of N. J. 1 m. 5 p. c.,	100,000.00	103,000.00	
N. Y. & Long Branch 1 m. 7 p. c.,	100,000.00	113,750.00	
Totals,	$974,000.00	$1,157,442.50	$1,157,442.50

Cash in Company's principal office,	893.93
Cash in bank,	65,754.06
Interest due and accrued on stocks and bonds,	416.67
Gross premiums in due course of collection,	153,175.33
Premiums unpaid (due more than three months), $144.05	
Assets of the Company at their actual value,	$1,377,682.49

III. LIABILITIES.

Losses adjusted and unpaid,	$77,092.81	
Losses reported and unadjusted,	35,901.75	
Losses resisted,	1,050.00	
Gross amount of unpaid losses,	$114,044.56	
Deduct reinsurance,	26,310.91	
Net amount of unpaid losses,		$87,733.65
Unearned premiums on risks, one year or less,	$323,641.96	
Unearned premiums on risks, more than one year,	115,121.92	
Unearned premiums on inland navigation risks,	12,030.90	
Unearned premiums as computed above,		450,794.78
Commissions and brokerage,		23,589.23
Due for salaries, rent, advertising, etc.,		5,920.64
Taxes,		340.58
Return premiums and reinsurance,		6,632.19
All other liability,		144.05
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$575,155.12
Capital stock,		800,000.00
Surplus beyond all liabilities,		2,527.37
Total liabilities, including capital and surplus,		$1,377,682.49

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$381,128.82	$57,882.89	
Deduct reinsurance, rebate, abatements, and return premiums,	165,280.34	30,563.98	
Actual cash premiums,	$715,848.48	$27,318.91	$743,167.39
Interest on bonds,			34,330.19
Actual cash income,			$777,497.58

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. paid for losses (inc. $62,510.84 occurring in prev. yrs.),	$519,438.74	$33,571.82	
Deduct salvage and reinsurance,	30,050.54	15,922.25	
Net amount paid for losses,	$489,388.20	$17,649.57	$507,037.77
Cash dividends,			None.
Commissions and brokerage,			159,951.36
Salaries, fees, etc.,			57,145.02
Taxes,			15,420.87
All other payments,			90,663.48
Actual cash expenditure,			$830,218.50

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$72,810,349	$698,592.57
Written or renewed during the year,	86,203,175	915,759.63
Totals,	$159,013,524	$1,614,352.20
Deduct those expired and marked off,	77,140,808	750,363.14
In force at the end of the year,	$81,872,716	$863,989.06
Deduct amount reinsured,	5,201,273	31,749.76
Net amount in force,	$76,671,443	$832,239.30

	Marine and Inland.	Premiums.
In force at the end of the year,	$1,138,150	$24,061.80

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889	One year or less,	$51,404,966	$647,283.91	1-2	$323,641.96
1888	Two years,	995,710	6,308.64	1-4	1,577.16
1889	Two years,	392,922	3,078.46	3-4	2,308.84
1887	Three years,	3,316,384	16,962.34	1-6	2,827.06
1888	Three years,	9,200,481	61,577.13	1-2	30,788.56
1889	Three years,	7,679,954	57,984.08	5-6	48,320.07
1886	Four years,	.....	.....	..	.....
1887	Four years,	272,224	1,294.73	3-8	485.52
1888	Four years,	350,586	2,459.70	5-8	1,537.31
1889	Four years,	99,999	945.41	7-8	827.23
1885	Five years,	.....	.....	..	.....
1886	Five years,	.....	.....	..	.....
1887	Five years,	499,313	3,882.29	1-2	1,941.14
1888	Five years,	1,357,202	14,536.56	7-10	10,175.59
1889	Five years,	1,101,702	15,926.05	9-10	14,333.44
Totals,		$76,671,443	$832,239.30		$438,763.88

Premiums received since the organization of the Company,	$1,622,149.59
Losses paid since the Company organized,	849,872.68
Cash dividends paid stockholders,	None.
Stock dividends declared,	None.
Stock owned by the directors at par value,	384,000.00
Losses incurred during the year (fire, $518,068.78; marine and inland, $15,454.57),	533,523 35

Business in Connecticut, 1889.

Fire risks taken (no inland),	$954,547.00
Premiums received,	9,608.31
Losses paid,	9,181.03
Losses incurred,	8,360.27

LONG ISLAND INSURANCE COMPANY,

BROOKLYN, N. Y.

Annual Statement delayed for verification by New York Insurance Department.

MERCHANTS INSURANCE COMPANY,

NEWARK, N. J.

Commenced Business, April, 1858.

HENRY POWLES, *President.* J. R. MULLIKIN, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,.	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	400,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$95,785.17
Loans on bond and mortgage (first liens), more than one year's interest due,.....		457,717.00
Loans on bond and mortgage (first liens), more than one year's interest due (of which — is in process of foreclosure),.....		None.
Interest due and accrued on bond and mortgage loans,.....		6,430.50
Value of lands mortgaged,.....	$502,880.00	
Buildings (insured for $530,975),.....	648,500.00	
Total,.....	$1,151,380.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States reg. 4 p. c., ...	$25,000.00	$31,500.00
New Jersey,.....	1,000.00	1,150.00
Ohio, ...	100,000.00	100,375.00
MUNICIPAL BONDS—		
East Orange Street improvement,	5,250.00	5,565.00
Newark city improvement,.....	20,000.00	22,000.00
RAILROAD BONDS—		
Central R. R. of N. J., cons.,.....	15,000.00	18,000.00
Central R. R. of New Jersey, g. m.	22,000.00	24,420.00
Central R. R. of New Jersey deb.,	10,000.00	12,000.00
Midland R. R. of New Jersey,...	65,000.00	74,425.00
Orange & Newark Horse Car,...	50,000.00	57,500.00
Morris & Essex first mortgage,..	13,000.00	19,045.00
Bellevue & Newark Horse Car,..	1,000.00	1,150.00
North Hudson Railway Co.,....	100,000.00	102,750.00

	Par Value.	Market Value.	
Irvington & Newark Horse Car,.	3,000.00	3,450.00	
Newark & Bloomfield Horse Car,	10,000.00	11,500.00	
United R. R., N. J. & Canal Co.,	20,000.00	25,600.00	
L. B. & Sea Shore,.....	5,000.00	6,050.00	
Morris & Essex, cons.,.....	27,000.00	37,935.00	
New Jersey Southern,.....	10,200.00	11,220.00	
Railroad Stocks —			
Morris & Essex,.....	35,000.00	52,850.00	
Warren,.....	36,050 00	54,075.00	
United R. R., N. J. & Canal Co.,	15,000.00	33,450.00	
Miscellaneous —			
Long Branch School,.....	15,000.00	17,700.00	
Newark Gas Light Co.,.....	10,000.00	25,000.00	
Citizens Gas Light Co.,.....	13,700.00	23,975.00	
Montclair Gas & Water Co.,.....	24,000.00	25,440.00	
American Dock & Imp'ment Co.,	50,000.00	54,250.00	
Totals,.....	$701,200.00	$852,375.00	852,375.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Allen Paper Car Wheel Co.,...	$5,000	$9,000	$5,000	
Mfrs. National Bank stock,....	4,000	5,000	2,500	
Totals,..... ..	$9,000	$14,000	$7,500	7,500.00
Cash in Company's principal office, ...				5,490.20
Cash in bank,.....				27,008.41
Interest due and accrued on stocks and bonds,.....				8,824.82
Interest due and accrued on collateral loans,.....				89.87
Gross premiums in due course of collection,.....				93,135.40
Rents due and accrued,.....				302.00
Premiums unpaid on policies (more than three months due), ...			$5,447.61	
Assets of the Company at their actual value,.....				$1,554,658.37

III. LIABILITIES.

Losses adjusted and unpaid,.....	$42,202.42	
Losses reported and unadjusted,.....	32,445.02	
Losses resisted,.....	15,389.42	
Gross amount of unpaid losses,.....	$90,036.86	
Deduct reinsurance,.....	2,034.63	
Net amount of unpaid losses,.....		$88,002.23
Unearned premiums on risks, one year or less,...	$298,142.95	
Unearned premiums on risks, more than one year,.	260,861.75	
Unearned premiums as computed above,.....		559,004.70
Reclaimable on perpetual policies,.....		423.00
Commissions and brokerage,.....		15,392.31
Principal unpaid on scrip or certificates of profits,.....		4,482.00
Interest due and declared and remaining unpaid,.....		1,073.71
Cash dividends to stockholders remaining unpaid,...		835.00

Taxes,	443.99
Return premiums,	6,669.27
All other demands,	751.61
Special deposit in Georgia in excess of present liability therein,	15,664.93
Total liabilities, except capital and surplus,	$692,742.75
Capital stock,	400,000.00
Surplus beyond all liabilities,	461,915.62
Total liabilities, including capital and surplus,	$1,554,658.37

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,021,118.21	
Deduct reinsurance, rebate, abatement, and return premiums,	212,093.41	
Actual cash premiums,		$809,024.80
Interest on mortgages of real estate,		22,715.15
Interest on loans and bonds, and dividends on stocks,		39,959.80
Rents,		2,547.00
Actual cash income,		$874,246.75

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $70,726.67 occurring in previous years),	$509,946.47	
Deduct salvage and reinsurance,	16,593.15	
Net amount paid for losses,		$493,353.32
Cash dividends,		39,165 00
Scrip or certificates of profit redeemed in cash,		35.48
Commissions and brokerage,		157,919.14
Salaries and fees,		33,985.75
Taxes,		21,087.03
All other payments,		82,978.06
Deposit premiums returned during the year,	$57.00	
Actual cash expenditure,		$828,523.78

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$109,964,169	$999,952.88
Written or renewed during the year,	79,601,618	892,700.93
Totals,	$189,565,787	$1,892,653.81
Deduct those expired and marked off,	90,371,656	773,363.04
In force at the end of the year,	$99,194,131	$1,119,290.77
Deduct amount reinsured,	2,021,916	20,437.82
Net amount in force,	$97,172,215	$1,098,852.95

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$49,188,369.25	$596,285.90	1-2	$298,142.95
1888....	Two years,.....	106,125.00	944.95	1-4	248.74
1889....		97,975.00	920.16	3-4	690.12
1887....	Three years,....	10,114,290 55	99,771.74	1-6	16,628.62
1888....		10,216,068.72	102,370.72	1-2	51,185.36
1889....		10,744,414.79	103,256.77	5-6	86,047.30
1886....	Four years, ...	124,000.00	1,187.35	1-8	148.42
1887....		136,175.00	1,119.73	3-8	419.90
1888....		160,307.96	1,518.06	5-8	948.79
1889....		135,106.00	1,409.24	7-8	1,233.08
1885....	Five years,.....	2,547,588.76	31,012.87	1-10	3,101.29
1886....		2,733,442.07	32,685.05	3-10	9,805.51
1887....		3,030,241.98	35,717.60	1-2	17,858.80
1888....		3,473,163.49	39,982.67	7-10	27,987.87
1889....		4,223,597.25	48,382.07	9-10	43,543.86
	Over 5 years,....	124,550.00		95-100	1,014.09
	Perpetual,.....	16,800.00			
	Totals,.....	$97,172,215.82	$1,098,852.95	...	$559,004.70

Premiums received since the organization of the Company,....	$9,147,924.73
Losses paid since the Company organized,.....	4,651,319.55
Cash dividends paid stockholders,.....	724,219.00
Stock dividends declared, ...	240,000.00
Stock owned by directors at par value,.....	81,500.00
Losses incurred during the year,.....	502,940.78
Loaned to directors,.....	2,500.00

Special deposits elsewhere for the exclusive protection of policy-holders there.: —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Georgia, ...	$31,500.00	$15,835.07	$15,664.93

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$1,677,281.23
Premiums received,.....	17,612.81
Losses paid,.....	7,642.33
Losses incurred,.....	7,837.93

MERCHANTS INSURANCE COMPANY,

IN PROVIDENCE, R. I.

Commenced Business, July, 1851.

WM. T. BARTON, *President.* WM. P. GOODWIN, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$500,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due, ...		$105,900.00
Interest accrued on bond and mortgage loans, ...		1,534.30
Value of lands mortgaged,.....	$104,500.00	
Buildings (insured for $109,300), ...	160,000.00	
Total, ...	$264,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
BANK STOCKS —			
National Bank of Commerce,....	$80,000.00	$88,000.00	
American National,.....	50,000.00	46,000.00	
Merchants National,....	20,000.00	26,400.00	
Globe National,.....	10,000.00	16,600.00	
Phœnix National,.....	10,000.00	17,000.00	
Mechanics National,.....	12,850.00	16,962.00	
Manufacturers National,.....	10,200.00	13,872.00	
RAILROAD STOCKS AND BONDS —			
St.Paul & Duluth R. R., pfd. stk.,	10,000.00	8,600.00	
Chi.,Bur.& Northern,5 p.c. bds.,.	10,000.00	10,225.00	
Eastern R. R. of Minn., 5 p. c....	10,000.00	10,300.00	
MISCELLANEOUS —			
Providence Gas Company stock,.	23,350.00	38,294.00	
Totals,.....	$246,400.00	$292,253.00	292,253.00

Loans on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
N. Y., Prov. & Bos. R. R. Co.,	$400	$1,040	$6,247	
American Wood Paper Co.,	1,000	600		
Chicago, Bur. & Q. R. R. stk.,	400	420		
New Haven & Derby R. R.,	4,000	4,800		
Phœnix Nat. Bank, Prov., stk.,	700	1,190	1,150	
Nat. War. Bk., Warren, R. I., sk.,	1,100	1,210	1,600	
Mec. Nat. Bk., Prov., R. I., stk.,	500	660		
Union R.R. Co., Prov., R.I., stk.,	6,600	11,748	9,000	
Totals,	$14,700	$21,668	$17,997	17,997.00
Cash in Company's principal office,				1,984.89
Cash in bank,				30,116.68
Interest due and accrued on stocks and bonds,				250.00
Interest due and accrued on collateral loans,				379.74
Gross premiums in due course of collection,				29,523.92
Assets of the Company at their actual value,				$479,939.53

III. LIABILITIES

Losses adjusted and unpaid,	$30,994.46	
Losses reported and unadjusted,	13,101.68	
Losses resisted,	53.99	
Gross amount of unpaid losses,		$44,150.13
Unearned premiums on risks, one year or less,	$98,880.31	
Unearned premiums on risks, more than one year,	51,370.91	
Unearned premiums as computed above,		150,251.22
Commissions and brokerage,		2,588.52
Taxes,		285.39
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$197,275.26
Capital stock,		200,000.00
Surplus beyond capital and all liabilities,		82,664.27
Total liabilities, including capital and surplus,		$479,939.53

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$267,754.25	
Deduct reinsurance, rebate, abatement, and return premiums,	30,034.73	
Actual cash premiums,		$237,719.52
Interest on mortgages of real estate,		4,807.60
Interest on loans and bonds, and dividends on stocks,		16,900.78
From all other sources,		420.53
Actual cash income,		$259,848.43

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $19,531.70 occurring in previous years),	$146,994.22	
Deduct salvage and reinsurance,	2,316.27	
Net amount paid for losses,		$144,677.95
Cash dividends,		16,000.00
Commissions and brokerage,		43,514.32
Salaries and fees,		35 335.73
Taxes,		6,488.19
Actual cash expenditure,		$246,016.19

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$23,682,810	$273,133.41
Written or renewed during the year,	25,108,772	267,754.25
Totals,	$48,791,582	$540,887.66
Deduct those expired and marked off,	22,147,999	244,370.42
In force at the end of the year,	$26,643,583	$296,517.24
Deduct amount reinsured,	320,587	3,664.56
Net amount in force,	$26,322,996	$292,852.68

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$17,278,718	$197,760.63	1-2	$98,880.31
1888....	Two years, ...	84,115	859.46	1-4	214.87
1889....		51,660	331.99	3-4	248.99
1887 ..	Three years, ...	1,453,867	14,105.22	1-6	2,350.87
1888....		1,357,939	13,507.20	1-2	6,753.60
1889....		1,797,595	17,269.36	5-6	14,391.13
1886....	Four years,....	92,600	1,576.46	1-8	197.06
1887....		76,512	810.69	3-8	304.01
1888....		49,750	516.65	5-8	322.91
1889....		43,775	387.50	7-8	339.06
1885....	Five years,.....	513,159	6,343.49	1-10	634.35
1886....		550,683	6,533.63	3-10	1,960.09
1887....		791,617	9,048.19	1-2	4,524.10
1888 ...		1,065,107	11,460.55	7-10	8,022.38
1889....		1,115,899	12,341.66	9-10	11,107.49
	Totals,	$26,322,996	$292,852.68	....	$150,251.22

Premiums received since the organization of the Company,	$6,119,549.45
Losses paid since the organization of the Company,	4,125,951.96

Cash dividends paid stockholders,	664,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	43,200.00
Loaned to officers and directors,	6,247.00
Losses incurred during the year,	169,142.39

Business in Connecticut, 1889.

Fire risks taken (no inland),	$760,601.00
Premiums received,	7,097.64
Losses paid,	1,191.13
Losses incurred,	1,333.27

MICHIGAN FIRE AND MARINE INSURANCE COMPANY,

DETROIT, MICHIGAN.

Commenced Business, March, 1881.

D. WHITNEY, JR., *President.* EUGENE HARBECK, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$400,000.00
Whole amount of capital actually paid up in cash,	400,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$10,306.17
Loans on bond and mortgage (first liens), not more than one year's interest due,		581,418.33
Loans on bond and mortgage (first liens), more than one year's interest due (of which $14,400 is in process of foreclosure,		14,400.00
Interest due and accrued on bond and mortgage loans,		17,117.21
Value of lands mortgaged,	$1,140,270.00	
Buildings (insured for $339,800),	516,950.00	
Total,	$1,657,220.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL AND COUNTY BONDS—			
Cheboygan county,	$12,500.00	$12,500.00	
Alpena county,	1,000.00	1,000.00	
Detroit city,	10,025.00	10,025.00	
MISCELLANEOUS—			
Peoples Savings bank, Detroit,	5,000.00	7,000.00	
Totals,	$28,525.00	$30,525.00	30,525.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loan'd.	
Houghton water bonds,	$6,000	$6,500	$6,000	
Am. B. & S. Ass'n of Detroit,	300	360	300	
Totals,	$6,300	$6,860	$6,300	6,300.00
Cash in Company's principal office,				4,736.19
Cash in bank,				23,677.56
Interest due and accrued on stocks and bonds,				669.37
Interest due and accrued on collateral loans,				60.00
Gross premiums in due course of collection,				49,684.85
Bills receivable, not matured, taken for premiums,				3,318.66
Assets of the Company at their actual value,				$742,213.34

III. LIABILITIES.

Losses adjusted and unpaid,	$15,540.45	
Losses reported and unadjusted,	7,567.00	
Losses resisted,	2,900.00	
Gross amount of unpaid losses,	$26,007.45	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$26,007.45
Unearned premiums on risks, one year or less,	$135,113.79	
Unearned premiums on risks, more than one year,	68,334.44	
Unearned premiums on inland navigation risks,	2,134.29	
Unearned premiums as computed above,		205,582.52
Commissions and brokerage,		7,097.84
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$238,687.81
Capital stock,		400,000.00
Surplus beyond all liabilities,		103,525.53
Total liabilities, including capital and surplus,		$742,213.34

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$408,659.53	$79,654.81	
Deduct reinsurance, rebate, abatement, and return premiums,	86,331.46	13,768.87	
Actual cash premiums,	$322,328.07	$65,885.94	$388,214.01
Interest on mortgages of real estate,			38,350.84
Interest on loans and bonds, and dividends on stocks,			3,439.44
From all other sources,			4,490.30
Actual cash income,			$434,494.59

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $17,119.01 occurring in previous years),	$248,222.10	$46,555.04	
Deduct salvage and reinsurance,	27,594.90	4,532.38	
Net amount paid for losses,	$220,627.20	$42,022.66	$262,649.86
Cash dividends,			32,000.00
Commissions and brokerage,			71,902.13
Salaries and fees,			11,411.59
Taxes,			11,854.74
All other payments,			40,263.06
Actual cash expenditure,			$430,081.38

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$23,343,065	$319,640.98
Written or renewed during the year,	32,253,447	420,404.50
Totals,	$55,596,512	$740,045.48
Deduct those expired and marked off,	25,405,518	336,597.30
In force at the end of the year,	$30,190,994	$403,448.18
Deduct amount reinsured,	1,302,824	18,940.74
Net amount in force,	$28,888,170	$384,507.44

	Marine and Inland	Premiums.
In force at the end of the year,	$103,000	$4,268.59

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$19,442,399	$270,227.58	1-2	$135,113.79
1888....	Two years,	13,450	101.19	1-4	25.29
1889....		8,250	143.85	3-4	107.88
1887....	Three years,	1,725,028	20,247.36	1-6	3,374.56
1888....		2,954,286	34,404.84	1-2	17,202.42
1889....		3,457,743	42,100.81	5-6	35,084.00
1886....	Four years,	500	10.00	1-8	1.25
1887...		1,000	7.50	3-8	2.80
1888....		20,000	170.63	5-8	106.65
1889...		15,200	119.10	7-8	104.16
1885....	Five years,	56,975	839.90	1-10	83 99
1886...		107,857	1,676.20	3-10	502.86
1887 ...		67,684	875.64	1-2	437.82
1888....		359,255	4,618.84	7-10	3,233.16
1889....		658,543	8,964.00	9-10	8,067.60
Totals,		$28,888,170	$384,507.44		$203,448.23

Premiums received since the organization of the Company,	$1,720,171.90
Losses paid since the Company organized,	863,030.82
Cash dividends paid stockholders,	54,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	215,800.00
Losses incurred during the year, (fire, $240,957.10; marine and inland, $62,708.48),	303,665.58

Business in Connecticut, 1889.

Fire risks taken (no inland),	$145,000.00
Premiums received,	1,578.13
Losses paid,	None.
Losses incurred,	None.

MILWAUKEE MECHANICS INSURANCE COMPANY,

MILWAUKEE, WISCONSIN.

Commenced Business, April, 1852.

CHRISTIAN PREUSSER, *President.* ADOLPH J. CRAMER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$200,000.00
Whole amount of capital actually paid up in cash,	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$34,300.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		794,210.00
Interest accrued on bond and mortgage loans,		17,714.00
Value of lands mortgaged,	$1,214,400.00	
Buildings (insured for $500,000),	739,200.00	
Total,	$1,953,600.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL AND COUNTY BONDS—			
Milwaukee City Bath, 4 p. c.,	$24,000.00	$24,000.00	
Milwaukee City Water, 4 p. c.,	111,000.00	111,000.00	
Brown County, Wis., 6 p. c.,	44,000.00	44,000.00	
Ramsey Co., Minn., bdg. 4½ p. c.,	75,000.00	82,500.00	
Ramsey Co., Minn., loan, 4½ p. c.,	25,000.00	27,500.00	
Door County, Wis., 8 p. c.,	4,500.00	4,680.00	
Oshkosh, Wis., City 7 p. c.,	30,000.00	33,600.00	
St. Paul, Minn., water, 5 p. c.,	100,000.00	110,000.00	
St. Paul, Minn., bd. of ed. 4½ p. c.,	125,000.00	137,500.00	
RAILROAD STOCK—			
Cream City (Milwaukee),	9,300.00	11,425.00	
Totals,	$547,800.00	$586,205.00	586,205.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Cream City R. R. Co., stock,	$21,000	$26,300	$20,000	
Mort. and note, Mil. City prop.,	2,100	4,000	2,100	
C. Preusser Jewelry Co. stock,	10,000	10,000	6,250	
Riverside Distil'g Co., Chicago,	5,000	10,000	15,000	
Concordia Fire Ins. Co. stock,	10,200	11,000		
Cream City R. R. Co. stock,	7,200	9,000	7,000	
Grafton Worsted Mills stock,	15,000	15,000	10,000	
Totals,	$70,500	$85,300	$60,350	60,350.00
Cash in Company's office,				20,411.62
Cash in bank,				63,769.12
Interest due and accrued on stocks,				5,721.00
Interest due and accrued on collateral loans,				101.00
Gross premiums in due course of collection,				45,292.23
Assets of the Company at their actual value,				$1,628,073.97

III. LIABILITIES.

Losses adjusted and unpaid,	$8,715.37	
Losses reported and unadjusted,	17,200.00	
Losses resisted,	6,450.00	
Gross amount of unpaid losses,	$32,365.37	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$32,365.37
Unearned premiums on risks, one year or less,	$202,314.35	
Unearned premiums on risks, more than one year,	264,243.07	
Unearned premiums as computed above,		466,557.42

Commissions and brokerage,	6,470.32
Dividends to stockholders remaining unpaid,	137.50
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$505,530.61
Capital stock,	200,000.00
Surplus beyond all liabilities,	922,543.36
Total liabilities, including capital and surplus,	$1,628,073.97

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$570,038.93	
Deduct reinsurance, rebate, abatement, and return premiums,	51,485.20	
Notes received for premiums, unpaid,	$38,821.91	
Actual cash premiums,		$518,553.73
Interest on mortgages of real estate,		35,698.92
Interest on loans and bonds, and dividends on stocks,		39,122.55
Rents,		999.98
From all other sources,		401.26
Actual cash income,		$594,776.44

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $26,801.00 occurring in previous years),	$276,955.95	
Deduct salvage and reinsurance,	9,156.13	
Net amount paid for losses,		$267,799.82
Cash dividends,		50,029.50
Commissions and brokerage,		125,200.20
Salaries and fees,		43,661.87
Taxes,		17,946.57
All other payments,		32,283.22
Actual cash expenditure,		$536,921.18

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$61,257,597	$877,555.28
Written or renewed during the year,	43,440,082	570,353.18
Totals,	$104,697,679	$1,447,908.46
Deduct those expired and marked off,	40,394,209	525,672.88
In force at the end of the year,	$64,303,470	$922,235.58

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$26,787,575	$404,628.71	1-2	$202,314.35
1888....	Two years,.....	.....	.....	1-4	.....
1889....		.....	.....	3 4	.....
1887....	Three years,....	.....	126,612.85	1-6	21,102.14
1888....		30,234,276	127,344.67	1-2	63,672.33
1889....		.....	139,097.00	5-6	115,914.15
1886....	Four years,. ..	.....	.....	1-8	.....
1887....		.....	.....	3-8	.....
1888....		.....	.....	5-8	.....
1889....		.....	.....	7-8	.....
1885 ...	Five years,.....	.....	22,394.83	1-10	2,239.48
1886....		.....	27,263.17	3-10	8,178.95
1887....		7,281,619	23,077.41	1-2	11,538.70
1888....		.....	25,189.47	7-10	17,632.63
1889....		.....	26,627.47	9-10	23,964.69
Totals,.....		$64,303,470	$922,235.58	...	$466,557.42

Premiums received since the organization of the Company,....	$6,631,983.79
Losses paid since the Company organized,.....	3,191,579.27
Cash dividends declared,.....	210,000.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	95,570.00
Losses incurred during the year,.....	273,364.19
Loaned to stockholders not officers,.....	65,000.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$1,082,565.00
Premiums received,.....	8,974.69
Losses paid,.....	1,443.83
Losses incurred,.....	1,443.83

NEWARK FIRE INSURANCE COMPANY,

NEWARK, N. J.

Commenced Business, May, 1810.

JOHN J. HENRY, *President.* OSCAR O. BREWER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$250,000.00
Whole amount of capital actually paid up in cash,	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$50,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		390,090.00
Loans on bond and mortgage (first liens), more than one year's interest due (of which $1,845 is in process of foreclosure),		1,845.00
Interest due and accrued on bond and mortgage loans,		6,128.31
Value of lands mortgaged,	$442,478.00	
Buildings (insured for $519,150),	597,022.00	
Total,	$1,039,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 p. c. reg.,	$75,000.00	$94,500.00	
RAILROAD BONDS—			
Essex Passenger Railway,	5,000.00	5,750.00	
Orange & Newark H.R.R.Co.c.b.,	25,000.00	29,500.00	
West Shore reg.,	15,000.00	15,600.00	
BANK STOCKS—			
National Newark Banking Co.,	7,700.00	11,135.00	
Newark City National,	13,250.00	19,212.50	
National State,	15,900.00	23,950.00	
RAILROAD STOCKS—			
Morris & Essex R. R. Co.,	20,000.00	30,000.00	
MISCELLANEOUS—			
East Orange Improvement bonds,	3,947.84	3,947.84	
Totals,	$180,797.84	$233,595.34	233,595.34

Loan on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Newark Lime & Cement Co.,	$500	$4,000	$3,000	3,000.00

Cash in Company's principal office,	4,707.11
Cash in bank,	21,161.26
Interest due and accrued on stocks and bonds,	1,385.00
Interest due and accrued on collateral loans,	18.75
Gross premiums in due course of collection,	17,661.92
Bills receivable, not matured, taken for premiums,	313.51
Rents due and accrued,	133.33
Assets of the Company at their actual value,	$730,039.53

III. LIABILITIES.

Losses adjusted and unpaid,	$21,729.20	
Losses reported and unadjusted,	12,955.66	
Losses resisted,	2,859.02	
Gross amount of unpaid losses,		$37,543.88
Unearned premiums on risks, one year or less,	$80,666.17	
Unearned premiums on risks, more than one year,	63,348.76	
Unearned premiums as computed above,		144,014.93
Commissions and brokerage,		4,806.90
Taxes,		56.63
Cash dividends to stockholders remaining unpaid,		6,712.84
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$193,135.18
Capital stock,		250,000.00
Surplus beyond all liabilities,		286,904.35
Total liabilities, including capital and surplus,		$730,039.53

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$231,674.90	
Deduct reinsurance, rebate, abatement, and return premiums,	27,803.20	
Actual cash premiums,		$203,871.70
Interest on mortgages of real estate,		20,767.54
Interest on loans and bonds, and dividends on stock,		10,321.54
Rents,		965.00
Actual cash income,		$235,925.78

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $4,962.41 occurring in previous years),	$129,291.97	
Deduct salvage and reinsurance,	4,816.83	
Net amount paid for losses,		$124,475.14
Cash dividends,		25,229.40
Commissions and brokerage,		44,182.36
Salaries and fees,		17,389.13
Taxes,		7,596.70
All other payments,		10,481.16
Actual cash expenditure,		$229,353.89

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$28,456,890	$248,228.16
Written or renewed during the year,	27,597,773	234,164.18
Totals,	$56,054,663	$482,392.34
Deduct those expired and marked off,	24,940,240	193,906.91
In force at the end of the year,	$31,114,423	$288,485.43
Deduct amount reinsured,	1,311,010	10,519.71
Net amount in force,	$29,803,413	$277,965.72

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$15,923,531	$161,332.33	1-2	$80,666.17
1888....	Two years,	27,650	221.22	1-4	55.31
1889....		38,225	462.71	3-4	347.04
1887....	Three years,	3,381,050	26,576.68	1-6	4,429.45
1888....		3,528,828	28,480.76	1-2	14,240.38
1889....		4,541,222	35,368.14	5-6	29,473.45
1886....	Four years,	6,000	71.24	1-8	8.91
1887....		500	2.00	3-8	75
1888....		9,750	73.13	5-8	45.71
1889....		25,563	251.25	7-8	219.85
1885....	Five years,	310,171	3,047.36	1-10	304.74
1886....		477,392	4,921.96	3-10	1,476.59
1887....		422,639	4,160.29	1-2	2,080.15
1888....		446,086	5,152.81	7-10	3,606.97
1889....		664,806	7,843.84	9-10	7,059.46
Totals,		$29,803,413	$277,965.72	...	$144,014.93

Premiums received since the organization of the Company,....	$3,713,196.15
Losses paid since the Company organized,.....	1,603,164.88
Cash dividends paid stockholders,.....	603,280.40
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	34,135.00
Losses incurred during the year,.....	154,532.28

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$457,298.17
Premiums received,.....	4,180.58
Losses paid,.....	441.13
Losses incurred,.....	441.13

NEW HAMPSHIRE FIRE INSURANCE COMPANY,

MANCHESTER, N. H.

Commenced Business, April, 1870.

JAMES A. WESTON, *President.* JOHN C. FRENCH, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	600,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), more than one year's interest due,.....	$477,096.86
Interest accrued on bond and mortgage loans,.....	9,463.01

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States, 4 p. c.,.....	$200,000.00	$252,000.00
MUNICIPAL AND COUNTY BONDS—		
Manchester, N. H., 6 p. c.,.....	700.00	700.00
Chicago, Ill., 7 p. c.,.....	10,000.00	11,000.00

	Par Value.	Market Value.	
Marietta, Ohio, 8 p. c.,	10,000.00	11,000.00	
Concord, N. H., 6 p. c.,	1,000.00	1,200.00	
Topeka, Kansas, 6 p. c.,	10,000.00	10,500.00	
Omaha, Neb., 6 p. c.,	10,000.00	10,500.00	
Moorhead, Minn., 7 p. c.,	6,000.00	6,000.00	
Lincoln, Neb., 6 p. c.,	40,000.00	42,000.00	
Hillsborough Co., N. H., 6 p.c.,	5,000.00	5,400.00	
Topeka, Kansas, water, 6 p. c.,	20,000.00	21,000.00	
RAILROAD BONDS—			
Michigan Air Line 8 p. c.,	10,000.00	10,500.00	
Maine Central 6 p. c.,	10,000.00	12,000.00	
Bur. & Mo.Riv., "in Iowa," 7p.c.,	10,000.00	11,000.00	
Chicago, Bur. & Quincy 7 p. c.,	15,000.00	19,500.00	
C. B. & Q., Denver Ex., 4 p.c.,	10,000.00	9,200.00	
Jack., Lansing & Saginaw 8 p.c.,	10,000.00	10,500.00	
N. York & N. England 7 p. c.,	10,000.00	12,600.00	
N. York & N. England 6 p. c.,	10,000.00	11,600.00	
Union Pacific 8 p. c.,	25,000.00	28,750.00	
Union Pacific Trust 5 p. c.,	10,000.00	9,900.00	
Oregon Short Line 6 p. c.,	10,000.00	11,200.00	
Boston, Concord & Montr'l 6 p.c.,	62,000.00	65,100.00	
Chicago & West Mich. 5 p. c.,	25,000.00	22,750.00	
Chi., Bur. & Northern 5 p. c.,	5,000.00	5,050.00	
RAILROAD STOCKS—			
Suncook Valley,	4,000.00	4,800.00	
N. Y. Cent. & Hudson River,	10,000.00	10,800.00	
Norwich & Worcester,	3,100.00	5,425.00	
Pemigewasset Valley,	26,000.00	30,160.00	
Chicago, Burlington & Quincy,	44,000.00	47,520.00	
Chicago, Burlington & Northern,	3,000.00	1,200.00	
Illinois Central,	30,000.00	35,400.00	
Chicago, Rock Island & Pacific,	10,000.00	9,900.00	
Lake Shore & Michigan Southern,	10,000.00	10,800.00	
BANK STOCKS—			
Mer. Nat., Manchester, N. H.,	10,000.00	12,500.00	
Pemigewasset Nat., Plymouth,	6,000.00	7,200.00	
First Nat., Peterborough, N. H.,	5,000.00	7,000.00	
Mer. Nat., Kansas City, Mo.,	5,000.00	5,500.00	
MISCELLANEOUS—			
Minneapolis Gas Lt. Co. 6 p.c. b.,	20,000.00	21,000.00	
N. H. Trust Co. deb. bds. 6 p. c.,	30,000.00	30,000.00	
Cent. Loan & Land Co. deb. 6 p.c.,	20,000.00	20,000.00	
Johnson L'n & Tr. Co. deb. 6 p.c.,	10,000.00	10,000.00	
Amoskeag Manufacturing Co.,	5,000.00	10,000.00	
Nat. Loan & Trust Co. 6 p. c.,	10,000.00	10,000.00	
Nash. Card & Glazed P. Co. 6 p.c.,	10,000.00	10,200.00	
Totals,	$805,800.00	$910,355.00	910,355.00

Loans on Collateral.

	Par Value.	Market Value.	Amount Loaned.	
People's Savings Bank, Book No. 622, M'chest'r, N. H.,	$3,058.39	$3,058.39	$3,000	
Boston Water Power,		2,100.00		
Manchester Mills,	500.00	700.00		
M'chest'r & Lawrence R. R.,	800.00	1,600.00	2,700	
Moline Plow Co.,	2,000.00	1,700.00		
N. Y., C. & H. R. R. R.,	2,400.00	2,592.00	2,050	
Chi., Bur. & Quincy R. R.,	300.00	318.00		
Chi., Bur. & Quincy R. R.	5,000.00	5,300.00	3,000	
Chi., Bur. & Quincy R. R.,	8,600.00	9,100.00	12,000	
Pullman Palace Car Co.,	3,600.00	6,480.00		
Note, Andrew H. Nelson, secured by mtg. on real est.,	2,700.00	2,700.00	1,650	
$10,050 mortgage notes guaranteed by Muscatine Mortgage Co.,	10,050.00	10,050.00	8,000	
Totals,	$39,008.39	$45,698.39	$32,400	32,400.00
Cash in Company's principal office,				8,393.15
Cash in bank,				62,279.53
Interest due and accrued on stocks and bonds,				5,536.99
Gross premiums in due course of collection,				83,292.12
Assets of the Company at their actual value,				$1,588,816.66

III. LIABILITIES.

Losses adjusted and unpaid,	$59,162.76	
Losses reported and unadjusted,	36,345.87	
Losses not reported (estimated),	10,000.00	
Gross amount of unpaid losses,		$105,508.63
Unearned premiums on risks, one year or less,	$239,429.48	
Unearned premiums on risks, more than one year,	303,740.32	
Unearned premiums as computed above,		543,169.80
Commissions and brokerage,		16,658.42
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$665,336.85
Capital stock,		600,000.00
Surplus beyond all liabilities,		323,479.81
Total liabilities, including capital and surplus,		$1,588,816.66

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$875,126.47	
Deduct reinsurance, rebate, abatement, and return premiums,	143,730.80	
Actual cash premiums,		$731,395.67

Interest on mortgages of real estate,	25,594.36
Interest on loans and bonds, and dividends on stocks,	46,971.67
Actual cash income,	$803,961.70

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $—— occurring in previous years),	$441,850.91
Cash dividends,	48,000.00
Commissions and brokerage,	154,199.65
Salaries and fees,	38,808.90
Taxes,	20,430.01
All other payments,	35,128 19
Actual cash expenditure,	$738,417.66

VI. MISCELLANEOUS.

Risks and Premiums.

	Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$75,983,974	$985,136.99
Written or renewed during the year,	76,395,177	890,990.17
Totals,	$152,379,151	$1,849,127.16
Deduct those expired and marked off,	67,797,931	789,872.84
In force at the end of the year,	$84,581,220	$1,059,254.32
Deduct amount reinsured,	3,629,624	43,648.56
Net amount in force,	$80,951,596	$1,015,605.76

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$33,362,234	$478,858.95	1-2	$239,429.48
1888....	Two years,	375,158	3,367.35	1-4	841.84
1889....		503,414	5,265.18	3-4	3,948.88
1887....	Three years,	7,682,305	86,185.64	1-6	14,364.27
1888....		7,509,752	93,704.80	1-2	46,852.40
1889....		10,853,525	120,420.69	5-6	100,350.57
1886....	Four years,	647,749	6,143.35	1-8	767.92
1887....		878,681	8,925.48	3-8	3,347.05
1888....		993,903	9,572.72	5-8	5,982.95
1889....		1,114,780	11,264.17	7-8	9,856.14
1885....	Five years,	1,754,944	19,576.90	1 1-0	1,957.69
1886....		2,413,665	25,837.50	3-10	7,751.25
1887....		3,329,656	37,420.69	1-2	18,710.34
1888....		4,090,170	45,735.39	7-10	32,014.77
1889....		5,441,660	63,326.95	9-10	56,994.25
Totals,		$80,951,596	$1,015,605.76	....	$543,169.80

Premiums received since the organization of the Company,....	$6,918,702.95
Losses paid since the Company organized,.....	3,462,126.27
Cash dividends paid to stockholders,.....	492,000.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	158,300.00
Losses incurred during the year,.....	468,447.27

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$1,781,686.00
Premiums received,.....	17,844.54
Losses paid,.....	24,564.74
Losses incurred, ...	20,660.63

NEW YORK BOWERY FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, September, 1833.

JOHN A. DELANOY, JR., *President.* CHARLES A. BLAUVELT, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$300,000.00
Whole amount of capital actually paid up in cash,.....	300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....		$1,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		21,200.00
Interest accrued on bond and mortgage loans,.....		145.75
Value of lands and buildings mortgaged,	$50,000.00	
Buildings (insured for $32,500),.....	50,000.00	
Total, ...	$100,000.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL STOCKS—		
New York city cons. (new park loan),.....	$200,000.00	$202,500.00
RAILROAD BONDS—		
Cen. P. (Cal. & Oreg. div.), 1st m.	25,000.00	25,750.00
Long Island, 1st m.,.....	20,000.00	23,600.00
Michigan Central, 1st m.,.....	20,000.00	22,400.00
Canada Southern, 1st m.,.....	20,000.00	22,000.00

	Par Value.	Market Value.	
Rome, Wat'own & Ogs., 1st m.,	5,000.00	5,500.00	
M., L. S. & W., 1st m.,	5,000.00	5,950.00	
Midland of N. J., 1st mort.,	12,000.00	13,860.00	
Denver & Rio Grande, 1st mort.,	10,000.00	7,900.00	
West Shore, 1st mort.,	20,000.00	21,300.00	
Northern Pacific, 1st mort.,	20,000.00	23,350.00	
" " Term.Co.,1st m.,	5,000.00	5,450.00	
Broadway & Seventh Avenue,	21,000.00	22,260.00	
Chic. & N. West., 1st m.,	10,000.00	10,825.00	
N. Y., Ontario & Western,	1,000.00	1,120.00	
Western N. Y. & Penn.,	10,000.00	9,500.00	
Chesapeake & Ohio,	10,000.00	11,600.00	
Railroad Stocks—			
N. Y., Lackawanna & Western,	30,000.00	33,600.00	
Chicago & Rock Island,	22,000.00	21,780.00	
Chicago, M. & O., pref.,	20,000.00	19,800.00	
N. Y. Central & Hudson River,	40,000.00	43,300.00	
Long Island,	20,000.00	18,000.00	
Chicago & N. Western,	10,000.00	11,150.00	
Mil. & St. Paul, pref.,	10,000.00	11,500.00	
Rome, W. & O.,	10,000.00	10,600.00	
Totals,	$576,000.00	$604,595.00	604,595.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Chesa. & O. R. R. bd., ser. "A,"	$1,000	$1,160	$760.00	
Union Pacific R. R. s. f. bond,	1,000	1,160	1,000.00	
First Nat. Bank, Utica, N. Y.,	600	1,050	1,087.50	
Mercantile Ins. Co., N. Y.,	500	500		
Oriental Bank, N. Y., stock,	1,250	2,500	2,000.00	
Totals,	$4,350	$6,370	$4,787.50	4,787.50

Cash in Company's principal office,	10,265.18
Cash in bank,	9,716.92
Interest due and accrued on stocks,	875.00
Interest due and accrued on collateral loans,	143.63
Gross premiums in due course of collection,	54,968.00
Reinsurance due,	29.24
Assets of the Company at their actual value,	$707,726.22

III. LIABILITIES.

Losses adjusted and unpaid,	$82,120.75	
Losses reported and unadjusted,	11,942.50	
Losses resisted,	8,676.88	
Gross amount of unpaid losses,	$102,740.13	
Deduct reinsurance,	9,740.13	
Net amount of unpaid losses,		$93,000.00

Unearned premiums on risks, one year or less,	$139,556.29	
Unearned premiums on risks, more than one year,	97,495.16	
Unearned premiums as computed above,		237,051 45
Commissions and brokerage,		11,331.10
Due for salaries, rent, advertising, etc.,		4,800.00
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$346,182.55
Capital stock,		300,000.00
Surplus beyond all liabilities,		61,543.67
Total liabilities, including capital and surplus,		$707,726.22

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$424,759.18	
Deduct reinsurance, rebate, abatement, and return premiums,	85,565.97	
Actual cash premiums,		$339,193.21
Interest on mortgages of real estate,		1,202.00
Interest on loans and bonds, and dividends on stocks,		24,104.55
Actual cash income,		$364,499.76

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $58,340.10 occurring in previous years),	$289,625.32	
Deduct salvage and reinsurance,	21,912.48	
Net amount paid for losses,		$267,712.84
Cash dividends,		27,000.00
Commissions and brokerage,		74,842.59
Salaries and fees,		35,217.30
Taxes,		8,596.47
All other payments,		28,050.36
Actual cash expenditure,		$441,419.56

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$84,740,106	$564,835.90
Written or renewed during the year,	46,604,780	435,044.78
Totals,	$131,344,886	$999,880.68
Deduct those expired and marked off,	63,416,143	466,198.91
In force at the end of the year,	$67,928,743	$533,681.77
Deduct amount reinsured,	11,285,913	71,916 59
Net amount in force,	$56,642,830	$461,765.18

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$27,120,886	$279,112.58	1-2	$139,556.29
1888....	Two years,.....	395,381	2,073.52	1-4	518.38
1889....		292,836	1,500.00	3-4	1,125.00
1887....	Three years, ...	7,832,401	41,920.21	1-6	6,986.70
1888....		9,574,493	58,224.31	1-2	29,112.15
1889....		8,408,019	59,132.42	5-6	49,277.00
1886 ...	Four years, ...	7,859	142.46	1-8	17.80
1887....		56,342	208.82	3-8	78.30
1888....		52,475	384.21	5-8	240.10
1889....		27,600	426,08	7-8	372.82
1885....	Five years,.....	327,078	1,038.31	1-10	103.83
1886....		681,462	4,231.04	3-10	1,269.30
1887....		1,130,731	5,810.00	1-2	2,905.00
1888....		632,932	6,581.53	7-10	4,607.05
1889....		102,335	979.69	9-10	881.73
Totals,.....		$56,642,830	$461,765.18	...	$237,051.45

Premiums received since the organization of the Company,....	$8,129,621.86
Losses paid since the Company organized,.....	4,006,350.10
Cash dividends paid stockholders,.....	2,873,500.00
Stock dividends declared, ...	None.
Stock owned by directors at par value,.....	50,325.00
Losses incurred during the year, ...	288,550.15
Loaned to officers and directors,.....	1,000.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$1,666,189.00
Premiums received,.....	16,249.02
Losses paid,.....	9,937.22
Losses incurred,.....	9,638.17

NIAGARA FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, August, 1850.

PETER NOTMAN, *President.* WEST POLLOCK, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of capital actually paid up in cash,.....	$500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$521,812.59
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		46,050.00
Interest accrued on bond and mortgage loans,.....		1,356.50
Value of lands mortgaged,.....	$36,750.00	
Buildings (insured for $70,750),.....	70,750.00	
Total, ...	$107,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
U. S. 6 p c. cur. reg. 1898-99,...	$30,000.00	$38,100.00
United States 4 p. c. reg., 1907,..	565,000.00	716,137.50
MUNICIPAL BONDS—		
Jersey City, 6 p. c. water, 1891,....	6,000.00	6,360.00
Jersey City, 6 p. c. tax, 1904,....	28,000.00	32,200.00
Jersey City, 7 p. c. coup., 1913,..	13,000.00	17,550.00
Jersey City, 7 p. c. imp., 1905,..	3,000.00	3,900.00
Kansas City, 6 p. c. water, 1907,.	10,000.00	10,000.00
RAILROAD BONDS—		
N. Y., Chi. & St. Louis, 4 p. c.,.	56,000.00	52,640.00
Albany & Sus. 1st m.c.,1906,7 p.c.	30,000.00	39,900.00
Lake Erie & West., 5 p. c.,... .	50,000.00	57,500.00
Chi., Mil. & St. P., 6 p. c., 1910,	50,000.00	59,000.00
F., E. & M. V., 6 p. c , 1933,....	40,000.00	49,600.00
James Riv. (gu. N. P. R.R.) 6 p.c.,	25,000.00	27,000.00
N. Y. Elevated Co., 1906, 7 p. c.,	20,000.00	23,600.00
Morris & Essex, 7 p. c., ...	21,000.00	29,400.00
King's Co. Elev. Co., 1925, 5 p.c.,	20,000.00	21,200.00

	Par Value.	Market Value.	
BANK STOCKS—			
American Exchange National,...	35,100.00	57,564.00	
Western National Bank,...	10,000.00	9,800.00	
American L. & T. Co.,.	20,000.00	24,000.00	
RAILROAD STOCKS—			
Toledo & Ohio Central,.....	6,250.00	4,687.50	
Long Island,.....	50,000.00	45,000.00	
National Railway Co. of Chicago,	10,000.00	11,000.00	
MISCELLANEOUS—			
T'n of Lake, Ill., Gas Co. bds. 6 p.c.,	20,000.00	20,600.00	
Chateaugay I. & O. Co., 6 p.c. bds.,,	25,000.00	27,500.00	
St. P., Min. G. L. Co., b., 6 p.c., 1915,	15,000.00	16,200.00	
Del. & Hud. Canal Co's stock,...	26.000.00	38,220.00	
Totals,.....	$1,184,350.00	$1,438,659.00	1,438,659.00

Loans on Collateral.

	Par. Val.	Market Val..	Amt. Loaned.	
North River Bank stock,.....	$4,950	$7,185.50	$5,500	
Alliance Ins. Co's stock,.....	1,000	1,350.00	1,200	
Eliot Ins. Co's stock,.....	500	500.00		
City of Elizabeth, N.J., adj. bs.,	2,000	2,000.00	1,500	
Continental Ins. Co's stock,....	800	1,840.00	650	
Lou. & Nash. R. R. Co's bds.,.	6,000	7,110.00	6,000	
B., B. & Pitts. R. R. Co's bds.,	3,000	3,300.00		
Amer. T. & Sav. Bk., Chi., stock,	2,500	3,187.50	2,750	
N. Y. Mut. Gas Co's stock,....	2,500	2,600.00	2,000	
Totals,.....	$23,250	$29,073.00	$19,600	19,600.00
Cash in Company's principal office,.....				57,201.98
Cash in bank,.....				131,644.00
Interest due and accrued on stocks,.....				8,796.60
Interest due and accrued on collateral loans,.....				463.65
Gross premiums in due course of collection,.....				253,911.92
Rents due and accrued,.....				6,098.75
Reinsurance due,.....				4,753.25
All other property,.....				305.78
Assets of the Company at their actual value,.....				$2,490,654.02

III. LIABILITIES.

Losses adjusted and unpaid,.....	$206,897.37	
Losses reported and unadjusted,.....		
Losses resisted,.....	31,535.81	
Gross amount of unpaid losses,.....		$238,433.18
Unearned premiums on risks, one year or less,...	$619,239.28	
Unearned premiums on risks, more than one year,	672,029.40	
Unearned premiums on inland navigation risks,..	7,363.36	
Unearned premiums as computed above,.....		1,298,632.04
Commissions and brokerage, ...		43,423.23
Cash dividends to stockholders remaining unpaid,.....		663.50

For contingent emergencies,	20,000.00
Special deposits in other States in excess of present liabilities therein,	38,240.91
Total liabilities, except capital and special funds,	$1,639,392.86
Capital stock,	500,000.00
Special reserve fund of stockholders,	250,000.00
Guaranty surplus fund,	101,261.16
Total liabilities, including capital and special funds,	$2,490,654 02

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$2,046,506.92	$19,811.21	
Deduct reinsurance, rebate, abatements, and return premiums,	456,781.06	3,663.44	
Actual cash premiums,	$1,589,725.86	$16,147.77	$1,605,873 63
Interest on mortgages of real estate,			2,654.67
Interest on loans and bonds, and dividends on stocks,			64,406.43
Rents,			18,392.48
Actual cash income,			$1,691,327.21

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and inland.	
Amount paid for losses,	$1,103,836.84	$7,610.87	
Deduct salvage and reinsurance,	145,203.59	2,750.00	
Net amount paid for losses,	$958,633.25	$4,860.87	$963,494.12
Cash dividends,			49,992.50
Commissions and brokerage,			278,771.21
Salaries and fees,			124,850.00
Taxes,			38,134.54
All other payments,			177,587.25
Actual cash expenditure,			$1,632,829.62

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$311,784,383	$2,724,840.65
Written or renewed during the year,	236,523,692	2,125,590.62
Totals,	$548,308,075	$4,850,431.27
Deduct those expired and marked off,	215,154,850	1,979,988.45
In force at the end of the year,	$333,153,225	$2,870,442.82
Deduct amount reinsured,	35,287,441	296,580 39
Net amount in force,	$297,865,784	$2,573,862.43

	Marine and Inland.	Premiums.
In force at the end of the year,	$493,393.00	$14,726.72

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums. unearned.
1889....	One year or less,	$118,670,642.00	$1,238,478.57	1-2	$619,239.28
1888....	Two years,.....	1,372,388.00	5,883.68	1-4	1,470.92
1889....		800,431.00	6,404.87	3-4	4,803.65
1887....	Three years,....	45,147,908.00	289,713.34	1-6	48,285.55
1888....		39,442,044.00	264,700.48	1-2	132,350.24
1889....		46,912,505.00	307,357.39	5-6	256,131.16
1886....	Four years,.....	665,852.00	8,263.91	1-8	1,032.98
1887....		853,770.00	7,548.55	3-8	2,830.70
1888 ...		787,933.00	5,306.58	5-8	3,316.61
1889....		714,138.00	6,642.49	7-8	5,812.17
1885....	Five years,.....	7,852,395.00	82,087.81	1-10	8,208.78
1886....		11,293,539.00	92,139.77	3-10	27,641.93
1887....		9,349,397.00	93,664.01	1-2	46,832.00
1888....		6,673,032.00	78,955.85	7-10	55,269.10
1889....		7,429,810.00	86,715.13	9-10	78,043.64
	Totals,.....	$297,865,784.00	$2,573,862.43		$1,291,268.68

Premiums received since the organization of the Company,....	$27,201,900.52
Losses paid since the organization of the Company,.....	13,935,693.36
Cash dividends paid stockholders,.....	2,084,000.00
Stock dividends declared,.....	None.
Stock owned by directors at par value,.....	212,400.00
Losses incurred during the year (fire, $997,314.75; marine and inland, $9,064.61),.....	1,006,379.36
Loaned to stockholders and officers,.....	16,200.00

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,.....	$31,500.00	$12,164.35	$19,335.65
Virginia,.....	31,500.00	12,594.74	18,905.26
Totals,.....	$63,000.00	$24,759.09	$38,240.91

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$4,935,680.00
Premiums received,.....	55,646.53
Losses paid,.....	21,246.66
Losses incurred,.....	20,978.82

NORTH AMERICAN INSURANCE COMPANY,

BOSTON, MASS.

Commenced Business, January, 1873.

SILAS PEIRCE, *President.* CHARLES E. MACULLER, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$44,100.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		70,850.00
Interest accrued on bond and mortgage loans,.....		1,189.28
Value of lands mortgaged,.....	$40,300.00	
Buildings (insured for $83,300),.....	97,000.00	
Total,.....	$137,300.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS —		
United States reg. 4 p. c.,.....	$25,000.00	$31,687.50
RAILROAD BONDS —		
Chic. Mil. & St. Paul, 7 p. c.,...	5,000.00	6,400.00
Chic., Burl. & Quincy, 4 p. c.,..	5,000.00	4,543.75
Chic., Burl. & Quincy, 7 p. c.,..	4,000.00	4,480.00
Northern Pacific, 6 p. c.,.....	5,000.00	5,700.00
Union Pacific, 5 p. c.,.....	6,000.00	5,700.00
Oregon R'way & Nav. Co., 6 p.c.,	12,000.00	13,650.00
Kan. City, Mem. & Birm. 5 p. c.,.	5,000.00	4,962.50
Con. R. R. Co., of Vt., 5 p. c.,..	5,000.00	4,375.00
BANK STOCKS —		
Boston, Boston,.....	13,800.00	16,836.00
City, "	5,000.00	4,750.00
Eliot, "	10,000.00	13,225.00
Exchange, "	1,700.00	2,137.75

		Par Value.	Market Value.	
Globe,	Boston, ...	9,500.00	9,523.75	
Hide & Leather,	"	2,900.00	3,541.62	
Merchants,	"	15,000.00	22,162.50	
Old Boston,	"	14,300.00	16,391.37	
Shoe & Leather,	"	5,000.00	4,712.50	
State,	"	10,000.00	12,500.00	
Suffolk,	"	10,000.00	11,625.00	
Totals, ...		$169,200.00	$198,904.24	198,904.24

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Union Pacific R.R. Co. bds.,	$1,000.00	$1,135.00	$1,000.00	
Eastern R. R. Co. bonds,...	1,000.00	1,242.50	800.00	
Vermont & Mass. R.R. bds.,	1,000.00	1,070.00	500.00	
Totals, ...	$3,000.00	$3,447.50	$2,300.00	2,300.00

Cash in Company's principal office, ...		2,866.45
Cash in bank, ...		11,258.37
Interest due and accrued on bonds, ...		1,641.67
Interest due and accrued on collateral loans, ...		43.33
Gross premiums in due course of collection, ...		21,052.03
Rents due and accrued, ...		224.05
Premiums unpaid (more than three months due), .	$429.72	
Assets of the Company at their actual value, ...		$354,429.42

III. LIABILITIES.

Losses adjusted and unpaid, ...	$15,730.39	
Losses reported and unadjusted, ...	10,089.45	
Losses resisted, ...	None.	
Gross amount of unpaid losses, ...	$25,819.84	
Deduct reinsurance, ...	2,990.50	
Net amount of unpaid losses, ...		$22,829.34
Unearned premiums on risks, one year or less, ..	$67,848.86	
Unearned premiums on risks, more than one year,	58,432.71	
Unearned premiums as computed above, ...		126,281.57
Commissions and brokerage, ...		2,826.42
Due for salaries, rent, advertising, etc., ...		500.00
Return premiums, ...		881.28
Special deposits in other States in excess of present liabilities therein, ...		None.
Total liabilities, except capital and surplus, ...		$153,318.61

Capital stock,	200,000.00
Surplus beyond all liabilities,	1,110.81
Total liabilities, including capital and surplus,	$354,429.42

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$220,171.89	
Deduct reinsurance, rebate, abatement, and return premiums,	57,056.98	
Actual cash premiums,		$163,114.91
Interest on mortgages of real estate,		3,343.32
Interest on loans and bonds, and dividends on stock,		10,550.78
Rents,		1,316.04
From all other sources,		1,570.35
Actual cash income,		$179,895.40

V. EXPENDITURE DURING THE YEAR.

Amt. pd. for losses (inc. $19,320.81 occurring in previous years),	$167,234.81	
Deduct salvage and reinsurance,	19,843.32	
Net amount paid for losses,		$147,391.49
Cash dividends,		12,064.00
Commissions and brokerage,		22,004.03
Salaries and fees,		13,037.80
Taxes,		5,972.99
All other payments,		20,716.95
Actual cash expenditure,		$221,187.26

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$21,356,267	$228,036.71
Written or renewed during the year,	22,510,443	219,463.92
Totals,	$43,866,710	$447,500.63
Deduct those expired and marked off,	19,223,392	187,313.69
In force at the end of the year,	$24,643,318	$260,186.94
Deduct amount reinsured,	2,292,594	27,884.62
Net amount in force,	$22,350,724	$232,302.32

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$11,932,880	$135,697.72	1-2	$67,848.86
1888....	Two years, ...	94,304	547.75	1-4	136.93
1889...		142,985	1,242.68	3-4	932.01
1887....	Three years, ...	743,178	7,749.41	1-6	1,291.56
1888....		1,162,064	10,702.18	1-2	5,351.09
1889....		1,295,321	11,940.75	5-6	9,950.63
1886....	Four years,....	21,350	302.92	1 8	37.86
1887....		21,562	142.55	3-8	53.46
1888....		62,512	798.21	5-8	498.87
1889....		114,900	1,293.32	7 8	1,131.66
1885....	Five years, ...	533,127	5,367.18	1-10	536.71
1886....		692,066	6,301.26	3-10	1,890.36
1887....		1,249,124	11,007.23	1-2	5,503.61
1888....		2,338,323	20,851.42	7-10	14,595.99
1889....		1,947,028	18,357.74	9-10	16,521.97
Totals, ...		$22,350,724	$232,302.32	...	$126,281.57

Premiums received since the organization of the Company,....	$1,585,983.79
Losses paid since the Company organized,.....	696,273.02
Cash dividends paid stockholders,.....	284,000.00
Stock dividends declared,.....	None.
Stock owned by directors at par value,.....	13,500.00
Loaned to stockholders not officers,.....	1,300.00
Losses incurred during the year, ...	173,733.84

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$229,681.00
Premiums received, ...	1,961.89
Losses paid,.....	211.53
Losses incurred,.....	211.53

NORTHWESTERN NATIONAL INSURANCE COMPANY,

MILWAUKEE, WIS.

Commenced Business, July, 1869.

ALFRED JAMES, *President.* JOHN P. MCGREGOR, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	600,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due, ...		$370,000.00
Interest accrued on mortgage loans,.....		3,573.33
Value of lands mortgaged, ...	$661,975.00	
Buildings (insured for $275,450)	531,400.00	
Total, ...	$1,193,375.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States, 4 p. c., reg.,.....	$200,000.00	$253,500.00	
United States, 6 p. c., currency,.	100,000.00	127,280.00	
MUNICIPAL BONDS—			
Milwaukee city, 4 p. c.,.....	121,000.00	123,420.00	
Milwaukee county, 8 p. c.,.....	12,000.00	12,720.00	
Milwaukee county, 4 p. c.,... ..	60,000.00	61,200.00	
Milwaukee city, 7 p. c.,.....	5,000.00	5,500.00	
RAILROAD BONDS—			
C., M.& St.P. 1st m., C. div.7 p.c.,	150,000.00	190,500.00	
C.,M.&St.P.1st m., P.duC.d.8p.c.	15,000.00	19,050.00	
Mil., L. S. & W. 1st m. 6 p. c., ..	50,000.00	61,500.00	
Mil. & Northern 1st m. 6 p. c.,..	50,000.00	53,500.00	
Totals,.....	$763,000.00	$908,170.00	908,170.00
Cash in Company's principal office,.....			95.72
Cash in bank,.....			169,458.82
Interest accrued on bonds,.....			1,649.67

Gross premiums in due course of collection,	44,075.88
Bills receivable, not matured, taken for premiums,	6,625.66
All other property,	1,150.00
Assets of the Company at their actual value,	$1,504,799.08

III. LIABILITIES.

Losses adjusted and unpaid,	$17,104.80	
Losses reported and unadjusted,	25,106.00	
Losses resisted,	1,000.00	
Gross amount of unpaid losses,	$43,210.80	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$43,210.80
Unearned premiums on risks, one year or less,	$154,624.81	
Unearned premiums on risks, more than one year,	345,606.44	
Unearned premiums on inland navigation risks,	3,724.34	
Unearned premiums as computed above,		503,955.59
Commissions and brokerage,		11,018.97
All other demands,		2,410.96
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$560,596.32
Capital stock,		600,000.00
Surplus beyond all liabilities,		344,202.76
Total liabilities, including capital and surplus,		$1,504,799.08

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$613,776.88	$3,111.58	
Deduct reinsurance, rebate, abatements, and return premiums,	63,323.89	1,195.28	
Actual cash premiums,	$550,452.99	$1,916.30	$552,369.29
Notes received for premiums unpaid,		6,625.66	
Interest on mortgages of real estate,			23,159.08
Interest on loans and bonds, and dividends on stocks,			41,800.33
Actual cash income,			$617,328.70

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (incl. $33,473.54 occurring in prev. years),	$301,894.61	$3,280.62	
Deduct salvage and reinsurance,	6,207.97	8.44	
Net amount paid for losses,	$295,686.64	$3,272.18	$298,958 82
Cash dividends,			66,000.00
Commissions and brokerage,			104,925.32
Salaries and fees,			54,398.47
Taxes,			13,693.50
All other payments,			40,042.39
Actual cash expenditure,			$578,018.40

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$74,811,927	$910,649.20
Written or renewed during the year,	52,395,793	606,738.21
Totals,	$127,207,720	$1,517,387.41
Deduct those expired and marked off,	46,156,031	534,948.48
In force at the end of the year,	$81,051,689	$982,438.93
Deduct amount reinsured,	789,079	10,675.88
Net amount in force,	$80,262,610	$971,763.05

	Marine and Inland.	Premiums.
In force at the end of the year,	$64,250	$7,448.68

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$25,508,931	$309,249.63	1-2	$154,624.81
1888....	Two years, ...	.....	.....	1-4	.....
1889....		.....	.....	3 4	.....
1887....	Three years, ...	11,188,031	123,923.55	1-6	20,653.92
1888....		11,642.955	129,739.34	1-2	64,869.67
1889....		12,973,313	143,199.86	5-6	119,333.20
1886....	Four years,....	.....	.....	1-8	.....
1887....		....	.....	3-8	.....
1888....		.....	.....	5-8	.....
1889....		.....	.....	7-8	.....
1885 ...	Five years, ...	3,186,460	43,721.03	1-10	4,372.09
1886....		3,277,872	49,544.88	3 10	14,863.46
1887....		4,066,510	56,742.48	1-2	28,371.24
1888....		4,013,330	54,675.81	7-10	38,273.05
1889....		4,405,208	60,966.47	9-10	54,869.81
	Totals,.....	$80,262,610	$971,763.05	....	$500,231.25

Premiums received since the organization of the Company,...	$8,262,560.42
Losses paid since the Company organized,	4,447,473.84
Cash dividends paid stockholders,	861,000.00
Stock dividends declared,	174,000.00
Stock owned by the directors at par value,	303,000.00
Losses incurred during the year (fire, $305,895.27; marine and inland, $3,272.18),	309,167.45

Business in Connecticut, 1889.

Fire risks taken (no inland),	$392,932.00
Premiums received,	3,820.38
Losses paid,	63.80
Losses incurred,	36.05

PACIFIC FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1851.

FRANK T. STINSON, *President.* GEORGE JEREMIAH, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$70,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		136,800.00
Interest due and accrued on bond and mortgage loans,.....		1,536.13
Value of lands mortgaged,.....	$150,400.00	
Buildings (insured for $181,200),.....	202,100.00	
Total,.....	$352,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 p. c. reg., 1907,..	$121,000.00	$152,762.50	
United States 6 p. c. reg., 1896,..	17,000.00	20,060.00	
United States 4 p. c. coup., 1907,	10,000.00	12,725.00	
MUNICIPAL BONDS—			
N. Y. City 3 p. c. school, 1894,..	112,000.00	113,120.00	
N. Y. City 3 p. c. water, 1905,..	110,000.00	115,500.00	
N. Y. City 3 p. c. water, 1907,..	25,000.00	26,500.00	
RAILROAD BONDS—			
Broadway & Seventh Ave. 5 p.c.,	10,000.00	10,500.00	
Syracuse, Bing. & N. Y. 7 p. c.,	5,000.00	6,650.00	
RAILROAD STOCK—			
N.Y. Central & Hudson River,..	5,000.00	5,350 00	
Totals,.....	$415,000.00	$463,167.50	463,167.50

Loan on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Star Fire Ins. Co. stock,.....	$400	$400	$200	200.00

Cash in Company's principal office,.....	2,831.61
Cash in bank,.....	5,741.91
Interest due and accrued on stocks and bonds,.....	3,334.16

Interest due and accrued on collateral loans,		1.50
Gross premiums in due course of collection,		31,135.04
Rents due and accrued,		104.17
Premiums unpaid (more than three months due),	$815.30	
Assets of the Company at their actual value,		$714,852.02

III. LIABILITIES.

Losses adjusted and unpaid,	$1,124.47	
Losses reported and unadjusted,	21,092.82	
Losses resisted,	4,400.00	
Gross amount of unpaid losses,	$26,617.29	
Deduct reinsurance,	29.35	
Net amount of unpaid losses,		$26,587.94
Unearned premiums on risks, one year or less,	$92,943.53	
Unearned premiums on risks, more than one year,	77,839.75	
Unearned premiums as computed above,		170,783.28
Commissions and brokerage,		7,902.80
Due for salaries, rent, advertising, etc.,		2,487.18
Return premiums,		2,000.00
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$209,761.20
Capital stock,		200,000.00
Surplus beyond all liabilities,		305,090.82
Total liabilities, including capital and surplus,		$714,852.02

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$284,527.72	
Deduct reinsurance, rebate, abatements, and return premiums,	46,726.38	
Actual cash premiums,		$237,801.34
Interest on mortgages of real estate,		6,556.80
Interest on loans and bonds, and dividends on stock,		14,849.00
Rents,		2,350.02
Actual cash income,		$261,557.16

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $19,317.62 occurring in previous years),	$185,973.29	
Deduct salvage and reinsurance,	16,931.22	
Net amount paid for losses,		$169,042.07
Cash dividends,		24,000.00
Commissions and brokerage,		52,143.92
Salaries and fees,		18,047.40
Taxes,		5,656.06
All other payments,		14,633.65
Actual cash expenditure,		$283,523.10

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$41,914,782	$338,308.60
Written or renewed during the year,	34,696,841	287,029.75
Totals,	$76,611,623	$625,338.35
Deduct those expired and marked off,	33,189,150	272,304.24
In force at the end of the year,	$43,422,473	$353,034.11
Deduct amount reinsured,	2,567,665	23,567.82
Net amount in force,	$40,854,808	$329,466.29

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$21,077,599	$185,887.05	1-2	$92,943.53
1888....	Two years,	48,200	321.73	1-4	80.43
1889....	Two years,	236,834	1,036.86	3-4	777.65
1887....	Three years,	4,491,082	29,592.82	1-6	4,932.14
1888....	Three years,	4,689,458	32,809:82	1-2	16,404.91
1889....	Three years,	6,192,347	37,543.35	5-6	31,286.12
1886....	Four years,	34,150	301.12	1-8	37.64
1887....	Four years,	66,150	623.56	3-8	233.83
1888....	Four years,	58,650	557.25	5-8	348.28
1889....	Four years,	103,650	937.72	7-8	820.51
1885....	Five years,	540,280	4,650.75	1-10	465.07
1886....	Five years,	564,852	6,760.01	3-10	2,028.00
1887....	Five years,	782,608	7,253.45	1-2	3,626.73
1888....	Five years,	1,082,962	11,366.40	7-10	7,956.48
1889....	Five years,	885,986	9,824.40	9-10	8,841.96
Totals,		$40,854,808	$329,466.29	...	$170,783.28

Premiums received since the organization of the Company,	$5,558,527.80
Losses paid since the Company organized,	2,796,109.15
Cash dividends paid stockholders,	1,272,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	43,850.00
Losses incurred during the year,	174,540.01

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,887,470.00
Premiums received,	17,370.63
Losses paid,	5,821.79
Losses incurred,	5,918.34

PENNSYLVANIA FIRE INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, April, 1825.

JOHN DEVEREUX, *President.* JOHN L. THOMSON, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$400,000.00
Whole amount of capital actual paid up in cash,.....	400,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...	$152,500.00
Loans on bond and mortgage (first liens), not more than one year's interest due, ...	467,570.00
Interest accrued on bond and mortgage loans,.....	6,811.72
Value of lands mortgaged,... ..... } Buildings (insured for $282,675), ... }	$1,739,550.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL AND COUNTY BONDS—		
Philadelphia City loans, ...	$50,000.00	$59,632.50
Kiowa Co., Kan., R. R. aid bds.,	25,000.00	25,000.00
Hun'n Co., Ind., G. R. bds. 6 p c.,	34,000.00	35,700.00
Harrisburg City 6 p. c.,.....	18,000.00	19,480.50
St. Louis City 6 p. c.,.....	25,000.00	31,062.00
Cincinnati City 7 3-10 p. c.,.....	38,000.00	50,730.00
Cincinnati City 7 p. c., ...	10,000.00	13,050.00
Cincinnati City 6 p. c., ...	5,000.00	5,450.00
City of Sp'd, Ill., F. bds. 5 p. c.,	35,000.00	36,750.00
City of Springfield, Ill., 8 p. c...	10,000.00	11,350.00
City of To'ka, Kan.,I.I.bds.6 p.c.,	25,800.00	25,800.00
Kan. City, Kan., I. I. bds. 6 p. c.,	27,000.00	28,350.00
Newark City 7 p. c., ...	20,000.00	22,500.00
RAILROAD BONDS—		
Philadel. & Erie gen. m. 5 p. c.,	75,000.00	85,687.50
Pennsylvania, con. 5 p. c.,.....	71,000.00	80,230.00
Pennsylvania, con. m., 6 p. c.,..	28,000.00	33,880.00
U. Co.'s of N. J. cons. m., 6 p. c.,	60,000.00	66,000.00
Atlantic City R. R. Co. m. 5 p. c.,	20,000.00	20,400.00
Camden H. R. R. Co. 1 m. 5 p. c.,	25,000.00	26,250.00
Wabash, 2d m. 5 p. c.,.....	72,000.00	59,400.00
Newburgh & N. Y., 1st m. 5 p.c.,	15,000.00	15,000.00
Northern Central, con. m. 6 p. c.,	33,000.00	34,980.00

	Par Value.	Market Value.	
Easton & Amboy con. 5 p. c.,...	50,000.00	57,500.00	
Phil. & Reading con. 7 p. c.,....	20,000.00	26,400.00	
Phil. & Reading 1st m. 6 p. c.,..	17,500.00	22,050.00	
Phil. & Reading gen. m. 4 p. c.,	50,000.00	44,500.00	
Phil. & Reading 3d p. 5 p. c.,...	6,000.00	2,760.00	
Lehigh Valley 1st m. 6 p. c.,....	33,000.00	38,280.00	
Lehigh Valley, cons. mrt. 6 p. c.,	22,000.00	29,920.00	
Elmira & Williamsp't 1st m.6 p.c.,	25,000.00	31,000.00	
West Jersey, 1st m. 7 p. c.,.....	10,000.00	12,500.00	
P. & N. Y. C. & R. R. Co., 7 p. c.,	24,000.00	31,260.00	
Western Pennsyl., 1st m. 6 p. c.,	4,000.00	4,240.00	
Chicago & Western Ind., 6 p. c.,	27,000.00	30,780.00	
Chicago & West'n Ind.,g.m.6 p.c.,	20,000.00	24,000.00	
Jacks'nvi'e Southeast. g.m. 6 p.c.,	30,000.00	28,200.00	
Sham., Sun. & Lew., 5 p. c.,....	20,000.00	20,600.00	
Corn., Cow. & Antrim, 6 p. c.,..	30,000.00	31,200.00	
Ter. Hau. & Logans.,ex.m.6 p.c.,	50,000.00	50,000.00	
N. York & Long Branch, 5 p. c.,	25,000.00	26,750.00	
Northern Pacific, g. m. 6 p. c.,..	40,000.00	47,000.00	
St. Paul & No. Pacific, 6 p. c.,..	30,000.00	36,450.00	
Pitts., McK. & Yough., 6 p. c.,.	20,000.00	23,000.00	
Clev., Col., Cin. & Ind.g.m.6 p.c.,	30,000.00	36,300.00	
Buf. Run,Bel.&B'd.E'e.,1m.6p.c.,	20,000.00	20,600.00	
Gd. Rap. & Ind., con. m. 5 p. c.,	21,000.00	19,740.00	
N. Y.,L. Erie & West'n, c. t. 6 p.c.,	24,000.00	26,640.00	
Oregon & Pacific, 6 p. c.,.....	20,000.00	16,000.00	
RAILROAD STOCKS —			
Phil., Wil. & Balt., t. c. 4 p. c.,.	100,000.00	103,000.00	
Phil., Wil. & Bal., 6 p. c. loan,..	10,000.00	10,500.00	
Phil., Wil. & Bal., 4 p. c. loan,..	15,000.00	15,000.00	
BANK STOCK —			
Philadelphia National,.....	20,000.00	49,650.00	
MISCELLANEOUS—			
Phil. & R. C. & I. Co., 7 p. c.,..	20,000.00	20,520.00	
Lehigh Valley Coal Co., 5 p. c.,.	25,000.00	26,000.00	
Dixon Water Co., 6 p. c.,.....	10,000.00	6,000.00	
Galesburg Water Co., 6 p. c.,...	10,000.00	5,000.00	
Knoxville Water Co., 6 p. c.,....	15,000.00	15,750.00	
Hunt. & Brd. T. Car Trust, 5 p.c.,	30,000.00	30,000.00	
Am. Ste'ship Co. of Phil., 6 p. c.,	15,000.00	15,975.00	
Lehigh Coal & Nav. Co.,6 p.c.gd.,	20,000.00	22,600.00	
Chesa.& Del. Ca.Co.,1st m.6 p. c.,	10,000.00	7,900.00	
Dela. Div. Canal Co., 6 p. c.,...	20,000.00	20,000.00	
The Pennsylvania Co., 6 p. c.,..	6,000.00	6,495.00	
Car Trust of N. Y., No. 2, 6 p. c.,	18,000.00	17,100.00	
Huntingdon & Brd. T. Car Trust,	10,000.00	10,000.00	
Pitts. Junc. Term. Co.,1 m. 5 p.c.,	25,000.00	26,250.00	
Balto. & Ohio Equip. Ass'n,5 p.c.,	50,000.00	50,000.00	
West Knoxv'e Gen. Im. Co.,6 p.c.,	20,000.00	22,000.00	
Totals,.....	$1,839,300.00	$2,004,092.50	2,004,092.50

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
United Firemen's Ins. Co. stk.,	$1,500	$2,400	$1,500	
Girard Fire Ins. Co. stock,....	1,400	5,460	3,400	
Germ'n Am. Fire Ins. Co. stk.,	1,000	3,180	2,500	
Gloucester Turnpike Co. stock,	3,350	6,700	4,000	
Lake Superior Elev. Co. stock,	20,550	25,071	15,000	
Lumbermen's Ins. Co. stock,..	2,500	4,500	1,500	
Del. & B. Brook R.R. Co. stk.,	25,000	40,250	30,000	
Del. & B. Brook R.R. Co. stk.,	20,000	33,200	25,000	
Del. & B. Brook R.R. Co. stk.,	40,900	65,849	50,000	
Manayunk National Bank stk.,	1,300	2,340	1,625	
Lehigh Val. R. R. Co. stock,..	27,800	29,190	25,000	
Phil. Traction Co. stock,.....	30,000	42,000	30,000	
Calumet & Heckla M. Co., stk.,	2,375	22,800	10,000	
Phila. & Reading R. R. stock,	60,000	23,100	18,000	
Penn. Steel Co. stock,.....	19,200	38,400	30,000	
Penn. R. R. Co. stock,.....	60,000	63,600	55,000	
Nor. Pac. R. R. Co. com. stk.,	200,000	61,000	50,000	
City of St. Jos., Mo., 6 p. c. f.b.	12,000	12,000	10,000	
Ninth National Bank stock,...	1,000	1,400	1,400	
Morestown Nat. Bank stock,..	500	800		
Phil. & Reading R.R. Co. stk.,	10,000	3,850	15,000	
Nor. Pac. R.R. Co. pref. stock,	20,000	14,900		
Cambria Iron Co. stock, ...	3,200	6,592		
Poughk'p'e Bdg. Co. 1st m. 6s.	25,000	22,500	50,000	
Laclede Gas Light Co. 5s., ...	29,000	24,940		
Met. Traction Co. stock,.....	4,500	3,735		
Phil. & Reading R.R. Co. stk.,	35,000	3,475	22,000	
P. & R. R. R. Co. pref'nce 5s.,.	14,000	7,805		
Camd'n H. R. R. Co. 1st m. 5s.,	25,000	26,250	20,000	
Totals, ...	$696,075	$607,287	$470,925	470,925.00
Cash in Company's principal office,.....				1,751.72
Cash in bank,.....				75,461.02
Interest due and accrued on collateral loans,.....				2,656.38
Gross premiums in due course of collection,.....				172,862.05
Assets of the Company at their actual value, ...				$3,354,630.39

III. LIABILITIES.

Losses adjusted and unpaid,.....	$21,030.99	
Losses reported and unadjusted,..... ..	52,957.03	
Losses resisted,.....	14,070.06	
Gross amount of unpaid losses,.....		$88,058.08
Unearned premiums on risks, one year or less,...	$452,229.49	
Unearned premiums on risks, more than one year,	371,188.07	
Unearned premiums as computed above,.....		823,417.56

Reclaimable on perpetual fire policies,	602,635.51
Commissions and brokerage,	24,694.58
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$1,538,805.73
Capital stock,	400,000.00
Surplus beyond all liabilities,	1,415,824.66
Total liabilities, including capital and surplus,	$3,354,630.39

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,235,907.28	
Deduct reinsurance, rebate, abatement, and return premiums,	163,733.78	
Actual cash premiums,		$1,072,173.50
Interest on mortgages of real estate,		19,409.50
Interest on loans and bonds, and dividends on stocks,		119,916.29
Rents,		2,885.53
Deposit premiums received for perpetual risks,	$54,206.21	
Actual cash income,		$1,214,384.82

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $84,103.89 occurring in previous years),	$583,732.80
Cash dividends,	50,000.00
Commissions and brokerage,	255,337.64
Salaries and fees,	41,790.12
Taxes,	28,469.33
All other payments,	52,758.29
Deposit premiums returned on perpetual risks, $15,924.73	
Actual cash expenditure,	$1,012,088.18

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$119,049,373	$1,510,150.65
Written or renewed during the year,	101,063,642	1,252,147.05
Totals,	$220,113,015	$2,762,297.70
Deduct those expired and marked off,	88,679,841	1,116,971.41
In force at the end of the year,	$131,433,174	$1,645,326.29
Deduct amount reinsured,	5,053,713	56,515.34
Net amount in force,	$126,379,461	$1,588,810.95

Perpetual Risks.

	Risks.	Total Deposits.
Perpetual risks in force on the 31st day of December of the preceding year,	$24,142,843	$615,075.25
Perpetual risks written during the year,	2,275,579	54,206.21
Totals,	$26,418,422	$669,281.46
Deduct those marked off,	584,627	15,924.73
In force, December 31, 1889,	$25,833,795	$653,356.73
Losses incurred on perpetual risks during the year,		12,538.11
Losses paid on perpetual risks during the year,		13,232.17

Recapitulation of Fire Risks and Premiums (excluding Perpetuals).

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$70,836,029	$904,458.99	1-2	$452,229.49
1888....	Two years,	201,544	2,168.62	1-4	542.15
1889....	Two years,	303,161	3,679.04	3-4	2,759.28
1887....	Three years,	7,939,990	106,595.76	1-6	17,765.96
1888....	Three years,	8,749,101	107,868.80	1-2	53,934.40
1889....	Three years,	10,756,076	123,021.71	5-6	102,518.09
1886....	Four years,	311,785	3,614.38	1-8	451.80
1887....	Four years,	355,305	3,894.71	3-8	1,460.52
1888....	Four years,	405,277	4,308.39	5 8	2,692.74
1889....	Four years,	485,120	4,484.98	7-8	3,924.36
1885....	Five years,	2,875,401	39,173.34	1-10	3,917.33
1886....	Five years,	4,133,568	53,124.57	3-10	15,937.37
1887....	Five years,	4,644,759	66,572.43	1-2	33,286.21
1888....	Five years,	5,890,526	66,403.52	7-10	46,482.46
1889....	Five years,	7,117,194	80,717.48	9-10	72,645.74
1883-89.	Seven years,	672,275	10,793.69	...	5,731.08
1886-89.	Ten years,	702,350	7,930.54	...	7,138.58
Totals,		$126,379,461	$1,588,810.95	...	$823,417.56

Premiums received since the organization of the Company,	$17,639,786.00
Losses paid since the Company organized,	10,716,301.00
Cash dividends paid stockholders,	2,409,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	57,400.00
Losses incurred during the year,	580,000.00

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,277,338.87
Premiums received,	14,123.87
Losses paid,	8,015.16
Losses incurred,	8,525.87

PEOPLE'S FIRE INSURANCE COMPANY,

MANCHESTER, N. H.

Commenced Business, November, 1885.

JOSEPH C. MOORE, *President.* S. B. STEARNS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$500,000.00
Whole amount of capital actually paid up in cash,.....	250,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due, ...		$198,944.00
Interest accrued on bond and mortgage loans,.....		2,403.43
Value of lands mortgaged,.....	$308,000.00	
Buildings (insured for $152,200),.....	205,244.00	
Totals, ...	$513,244.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States 4 p. c.,..	$60,000.00	$76,500.00
State of Ill., drainage, 7 p. c.,...	7,000.00	8,000.00
COUNTY AND MUNICIPAL BONDS—		
Waubonsee Co., Kan., 7 p. c.,...	5,000.00	6,000.00
Hillsboro Co., N. H., 6 p. c.,....	2,500.00	2,750.00
Arapahoe Co., Col., 6 p. c., ...	3,000.00	3,090.00
Chichester, N. H., 4 p. c.,.....	1,500.00	1,590.00
City of Portsmouth, N. H., 4 p.c.,	10,000.00	10,800.00
City of Dover, 6 p. c.,.....	35,000.00	35,500.00
City of Manchester, N. H., 6 p.c.,	500.00	564.25
City of Portsmouth, N. H., 6 p.c.,	5,000.00	5,750.00
City of Rapid City, Dak., 7 p. c.,	1,000.00	1,100.00
RAILROAD BONDS—		
James River Valley 6 p. c. (guar. by Northern Pacific),.....	10,000.00	11,000.00
BANK STOCKS—		
New Hampshire Trust Co., 6 p. c.,	25,000.00	25,000.00
Union Mortgage Tr. Co. 7 p. c.,..	10,000.00	10,000.00

	Par Value.	Market Value.	
Sec'ty Mort. and Tr. Co. 6 p. c.,.	5,000.00	5,000.00	
Granite State Trust Co. 6 p. c.,..	5,000.00	5,500.00	
Sec'ty Tr. Co., Nas., N. H., 6 p.c.,	2,000.00	2,100.00	
First Nat. Marion, Kan., 8 p. c.,.	8,800.00	9,680.00	
Winchester, N. H., Nat., 8 p. c.,	1,100.00	1,100.00	
MISCELLANEOUS —			
Kan. In. Co., Top., Kan., 6 p. c.,	3,000.00	3,000.00	
Dak. In. Co., G. F., Dak., 6½ p.c.,	15,000.00	15,000.00	
St. Cloud Gas & Elec. Co., 7 p. c.,	3,000.00	3,000.00	
Totals, ...	$218,400.00	$242,024.25	242,024.25

Loans on Collateral.

	Par Value.	Market Value.	Amount Loaned.	
Guaranty Savings Bank, Manchester, N. H.,.....	$3,400	$4,512	$3,200	
Security Trust Co.,.....	2,500	3,000	2,500	
Totals,.....	$5,900	$7,512	$5,700	5,700.00
Other cash loans,.....				17,120.00
Cash in Company's principal office,.....				5,292.86
Cash in bank,.....				63,920.05
Interest due and accrued on stocks and bonds,.....				8,566.29
Interest due and accrued on collateral loans,.....				651.00
Gross premiums in due course of collection,.....				78,971.43
Assets of the Company at their actual value,.....				$623,593.31

III. LIABILITIES.

Losses adjusted and unpaid,.....	$16,992.55	
Losses reported and unadjusted,.....	15,950.00	
Losses resisted,.....	2,400.00	
Gross amount of unpaid losses,.....		$35,342.55
Unearned premiums on risks, one year or less,...	$170,076 40	
Unearned premiums on risks, more than one year,	100,145.89	
Unearned premiums on inland navigation risks,..	5,121.41	
Unearned premiums as computed above,.....		275,343.70
Commissions and brokerage, ...		14,029.16
Return premiums and expenses,.....		2,491.63
Special deposits in other States in excess of present liabilities thereon,.....		None.
Total liabilities, except capital and surplus,.....		$327,207.04

Capital stock,	250,000.00
Surplus beyond all liabilities,	46,386.27
Total liabilities, including capital and surplus,	$623,593.31

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$560,913.43	$6,986.74	
Deduct reinsurance, rebate, abatement, and return premiums,	99,982.30	None.	
Actual cash premiums,	$460,931.13	$6,986.74	$467,917.87
Interest on mortgages of real estate,			12,130.40
Interest on loans and bonds, and dividends on stocks,			15,301.30
Actual cash income,			$495,349.57

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $31,349.16 occurring in previous years),	$276,440.16	None.	
Deduct salvage and reinsurance,	None.	None.	
Net amount paid for losses,	$276,440.16	None.	$276,440.16
Cash dividends,			15,000.00
Commissions and brokerage,			96,926.45
Salaries and fees,			16,465.05
Taxes,			9,356.84
All other payments,			28,245.33
Actual cash expenditure,			$442,433.83

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$34,373,722	$468,323.11
Written or renewed during the year,	41,783,117	577,383.95
Totals,	$76,156,839	$1,045,707.06
Deduct those expired and marked off,	35,593,517	482,745.56
In force at the end of the year,	$40,563,322	$562,961.50
Deduct amount reinsured,	2,151,844	27,094.98
Net amount in force,	$38,411,478	$535,866.52

	Marine and Inland.	Premiums.
In force at the end of the year,	$389,712	$10,242.82

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$22,359,700	$350,395.62	1-2	$170,076.40
1888....	Two years,.....	255,960	2,087.68	1-4	521.92
1889....		241,994	2,309.94	3-4	1,732.46
1887....	Three years,....	2,963,401	36,784.26	1 6	6,130.71
1888....		3,092,607	35,863.48	1-2	17,931.74
1889....		3,397,807	39,215.31	5-6	32,679.43
1886....	Four years,.....	553,910	5,426.48	1-8	678.31
1887....		439,607	4,575.41	3-8	1,715.78
1888....		387,104	3,907.20	5-8	2,442.00
1889....		231,962	4,317.71	7-8	3,778.00
1885....	Five years,.....	128,172	1,311.60	1-10	131.16
1886....		589,739	6,891.36	3-10	2,067.41
1887....		1,296,871	13,312.50	1-2	6,656.25
1888....		1,173,912	14,202.44	7-10	9,941.71
1889....		1,298,732	15,265.53	9-10	13,739.01
Totals,.....		$38,411,478	$535,866.52		$270,222.29

Premiums received since the organization of the Company,...	$1,561,780.00
Losses paid since the Company organized,.....	737,518.21
Cash dividends paid stockholders,.....	22,500.00
Stock dividends declared, ...	None.
Stock owned by the directors at par value,.....	86,200.00
Losses incurred during the year (fire, $280,433.55; marine and inland, none),....	280,433.55

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$831,235.83
Premiums received,.....	9,230.16
Losses paid,.....	6,438.09
Losses incurred,....	6,878.16

PEOPLE'S FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1851.

F. V. PRICE, *President.* A. C. MILNE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 p. c. reg.,.....	$159,000.00	$201,135.00	
United States 6 p. c. reg.,.....	20,000.00	24,800.00	
RAILROAD BONDS—			
Union Pacific sinking fund,.....	16,000.00	18,560.00	
International & Gt. Northern m.,	10,000.00	7,200.00	
Northern Pac. & Montana 1st m.,	10,000.00	10,600.00	
Canada Southern 1st mortgage,..	8,000.00	8,640.00	
RAILROAD STOCKS —			
Union Pacific,.....	15,000.00	10,200.00	
Second Avenue,.....	700.00	700.00	
BANK STOCKS —			
National Bank of Commerce,....	10,000.00	20,000.00	
Peoples,.....	2,500.00	5,750.00	
Totals,.....	$251,200.00	$307,585.00	$307,585.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Amer. Mer. Union Ex. Co. stock,	$5,000	$5,750	$3,700	
American Express Co. stock,....	6,000	6,900	5,400	
American Express Co. stock,.....	1,000	1,150	1,100	
Con. Gas Co., N. Y. stock,.....	200	186		
Pennsylvania R. R. Co. stock,....	5,000	5,300	3,500	
Totals,.....	$17,200	$19,286	$13,700	13,700.00

Cash in Company's principal office,.....	105.73
Cash in bank,.....	5,810.02
Interest due and accrued on stocks,.....	732.00
Interest due and accrued on collateral loans,.....	325.69
Gross premiums in due course of collection,.....	16,057.87
Premiums unpaid (more than three months due), $153.37	
Assets of the Company at their actual value,.....	$344,316.31

III. LIABILITIES.

Losses adjusted and unpaid,	$24,359.09	
Losses reported and unadjusted,	4,570.00	
Losses resisted,	1,936.91	
Gross amount of unpaid losses,	$30,866.00	
Deduct reinsurance,	2,432.87	
Net amount of unpaid losses,		$28,433.13
Unearned premiums on risks, one year or less,	$49,259.23	
Unearned premiums on risks, more than one year,	29,251.36	
Unearned premiums on inland navigation risks,	5,078.11	
Unearned premiums as computed above,		83,588.70
Commissions and brokerage,		3,663.00
Taxes,		600.00
Return premiums,		1,139.79
Rents,		663.33
Reinsurance,		1,123.76
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$119,211.71
Capital stock,		200,000.00
Surplus beyond all liabilities,		25,104.60
Total liabilities, including capital and surplus,		$344,316.31

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$142,044.26	$10,546.68	
Deduct reinsurance, rebate, abatement, and return premiums,	17,094.46	544.42	
Actual cash premiums,	$124,949.80	$10,002.26	$134,952.06
Interest on loans and bonds, and dividends on stocks,			13,046.20
Actual cash income,			$147,998.26

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $14,327.93 occurring in previous years),	$76,719.83	$5,139.02	
Deduct salvage and reinsurance,	2,503.28	1,150.00	
Net amount paid for losses,	$74,216.55	$3,989.02	$78,205.57
Cash dividends,			12,000.00
Commissions and brokerage,			31,332.39
Salaries and fees,			11,574.96
Taxes,			1,741.52
All other payments,			9,468.90
Actual cash expenditure,			$144,323.34

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$18,372,966	$159,738.08
Written or renewed during the year,	17,194,530	139,448.65
Totals,	$35,567,496	$299,186.73
Deduct those expired and marked off,	16,373,554	135,874.92
In force at the end of the year,	$19,193,942	$163,311.81
Deduct amount reinsured,	875,121	8,172.70
Net amount in force,	$18,318,821	$155,139.11

	Marine and Inland.	Premiums.
In force at the end of the year,	$437,491	$10,156.23

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$11,671,415	$98,518.46	1-2	$49,259.23
1888....	Two years, ...	59,102	435.52	1-4	108.88
1889....		48,637	382.28	3-4	286.71
1887....	Three years, ...	1,719,039	14,003.70	1-6	2,333.95
1888....		1,847,019	14,375.25	1-2	7,187.62
1889....		2,171,651	18,598.60	5-6	15,498.84
1886....	Four years, ...	.....	.....	..	.....
1887....		33,570	194.43	3 8	72.91
1888....		46,000	247.50	5-8	154.69
1889....		21,100	243.25	7-8	212.85
1885....	Five years, ...	150,385	1,740.55	1-10	174.05
1886....		204,787	2,194.38	3-10	658.31
1887....		189,450	1,978.92	1-2	989.46
1888....		149,666	2,152.77	7-10	1,506.94
1889....		7,000	73.50	9-10	66.15
Totals, ...		$18,318,821	$155,139.11		$78,510.59

Premiums received since the organization of the Company, ...	$3,294,927.49
Losses paid since the Company organized, ...	1,690,660.66
Cash dividends paid stockholders, ...	586,000.00
Stock dividends declared, ...	None.
Stock owned by the directors at par value, ...	63,250.00
Losses incurred during the year (fire, $85,929.92; marine and inland, $4,636.17), ...	90,566.09
Loaned to stockholders not officers, ...	13,700.00

Business in Connecticut, 1889.

Fire risks taken (no inland), ...	$167,084.00
Premiums received, ...	1,521.94
Losses paid, ...	846.94
Losses incurred, ...	771.94

PHENIX INSURANCE COMPANY,

BROOKLYN, N. Y.

Commenced Business, September, 1853.

GEORGE P. SHELDON, *President.* PHILANDER SHAW, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$1,715,456.66
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		172,950.00
Interest accrued on bond and mortgage loans,.....		3,150.80
Value of lands mortgaged,.....	$177,500.00	
Buildings (insured for $188,300),.....	240,000.00	
Total,.....	$417,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States 4 p. c., reg.,.....	$390,500.00	$495,935.00
United States currency 6 p. c., ..	50,000.00	62,970.00
Mississippi State Warrants,.....	20,000.00	20,000.00
COUNTY AND MUNICIPAL BONDS—		
Missoula County, M. T., 7 p. c.,	12,000.00	13,200.00
N.Y.City con.st'k D'k bds.,3 p.c.,	200,000.00	220,000.00
RAILROAD BONDS—		
Ohio Southern 6 p. c.,.....	25,000.00	28,000.00
New York Elevated 7 p. c.,.....	25,000.00	29,125.00
Smithtown & P't Jeff'son 7 p. c.,	10,000.00	11,500.00
Broadw'y & Seventh Ave. 5 p. c.,	15,000.00	15,750.00
N.Y., B'klyn & Manh'n B. 5 p. c.,	30,000.00	30,900.00
Louisville & Nashville, 5 p. c.,..	25,000.00	26,250.00
Philadelphia & Reading 4 p. c.,.	25,000.00	22,250.00
King's County Elevated 5 p. c.,..	50,000.00	52,500.00
Pacific R. R. Co. of Mo. 4 p. c.,..	100,000.00	99,000.00
Knoxville & Ohio 6 p. c.,.....	25,000.00	27,500.00

	Par Value.	Market Value.	
Toledo & Ohio Central 5 p. c.,	25,000.00	26,312.50	
Chesapeake & Ohio 5 p. c.,	25,000.00	25,125.00	
Michigan Central 4 p. c.,	25,000.00	24,625.00	
Chic. & Calumet Terminal 5 p. c.,	25,000.00	24,375.00	
Atchison, Topeka & S'n'F. 4 p.c.,	50,000.00	41,437.50	
Calv'y Cem., G'p't & B'kl'n 6 p.c.,	37,000.00	41,440.00	
Shenand'h Val., rec's certf. 6 p.c.,	25,000.00	25,000.00	
RAILROAD STOCKS —			
Brooklyn City, Brooklyn,	18,750.00	24,375.00	
Central Park, N. & E. R., N. Y.,	20,000.00	23,000.00	
Dry Dock, East B'way & Battery,	5,000.00	6,600.00	
N. Y. Central & Hudson River,	50,000.00	53,500.00	
GAS COMPANY BONDS —			
Nassau, Brooklyn, certif. 5 p. c.,	17,000.00	17,170.00	
Peoples, Brooklyn, 6 p. c.,	10,000.00	10,100.00	
Equitable, New York, 6 p. c.,	10,000.00	11,000.00	
Lake, Chicago, 6 p. c.,	50,000.00	51,000.00	
Equitable Co. of N. Y. ctfs. 6 p.c.,	39,000.00	39,975.00	
U. S. Illuminating Co., 6 p. c.,	25,000.00	25,625.00	
BANK STOCKS—			
Metropolitan National, New York,	22,500.00	3,150.00	
American Exchange, "	50,000.00	82,500.00	
National Shoe & Leather, "	5,000.00	7,800.00	
St. Nicholas, "	30,000.00	39,150.00	
Nat'l Bank of the Republic, "	28,600.00	51,480.00	
Nat'l Bank of Commerce, "	8,700.00	17,400.00	
Fourth National, "	20,000.00	33,600.00	
Mercantile National, "	10,000.00	21,000.00	
National Park, "	10,000.00	26,000.00	
Commercial, Brooklyn,	4,800.00	7,728.00	
Mechanics, "	10,000.00	26,000.00	
National City, "	4,650.00	18,600.00	
Long Island L. & Tr. Co., Brooklyn,	2,000.00	3,540.00	
MISCELLANEOUS —			
Board of Trade, Chicago, cer.,	2,700.00	2,700.00	
Lehigh & W. B. Coal Co. bonds,	25,000.00	29,125.00	
Totals,	$1,693,200.00	$1,995,313.00	1,995,313.00

Loan on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
P. Park & C. I. R. R. Co. bs.,	$3,000	$3,240	$2,700	2,700.00
Cash in Company's principal office,				393.18
Cash in bank,				464,154.84
Interest due and accrued on stocks and bonds,				6,863.31
Gross premiums in due course of collection,				415,559.62
Rents due and accrued,				4,714.24
Amount of instalment notes owned by the Company,				$368,982.66
Assets of the Company at their actual value,				$4,781,255.65

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$145,382.65	
Losses resisted,	30,715.00	
Gross amount of unpaid losses,		$176,097.65
Unearned premiums on risks, one year or less,	$1,062,434.53	
Unearned premiums on risks, more than one year,	2,113,917.46	
Unearned premiums as computed above,		3,176,351.99
Commissions and brokerage,		25,669.24
Due for salaries, rent, advertising, etc.,		1,215.70
Special deposits in Canada and Virginia in excess of present liabilities therein,		109,841.47
Total liabilities, except capital and surplus,		$3,489,176.05
Capital stock,		1,000,000.00
Surplus beyond all liabilities,		292,079.60
Total liabilities, including capital and surplus,		$4,781,255.65

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$3,947,862.88	None.	
Deduct reinsurance, rebate, abatements, and return premiums,	532,126.10	None.	
Actual cash premiums,	$3,415,736.78	None.	$3,415,736.78
Interest on mortgages of real estate,			9,858.65
Interest on loans and bonds, and dividends on stocks,			77,033.79
Rents,			62,757.11
Actual cash income,			$3,565,386.33

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $171,489.32 occurring in previous years),	$1,999,105.46	$83,359.01	
Deduct salvage and reinsurance,	111,522.86	62,090.22	
Net amount paid for losses,	$1,887,582.60	$21,268.79	$1,908,851.39
Cash dividends,			60,000.00
Commissions and brokerage,			700,227.59
Salaries and fees,			298,404.52
Taxes,			58,448.21
All other payments,			344,225.19
Actual cash expenditure,			$3,370,156.90

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$486,549,880	$6,697.173.31
Written or renewed during the year,	335,653,640	3,940,854.51
Totals,	$822,203,520	$10,638,027.82
Deduct those expired and marked off,	324,985,439	3,945,098.88
In force at the end of the year,	$497,218,081	$6,692,928.94
Deduct amount reinsured,	7,560,452	81,751.38
Net amount in force,	$489,657,629	$6,611,177.56

	Marine and Inland.	Premiums.
In force at the end of the year,	None.	None.

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$183,855,352	$2,124,869.06	1-2	$1,062,434.53
1888....	Two years,	1,912,450	17,401.07	1-4	4,350.27
1889....		1,447,290	17,019.54	3-4	12,764.65
1887....	Three years,	38,819,091	371,500.09	1-6	61,916.68
1888....		47,507,149	435,084.29	1-2	217,542.14
1889....		51,818,772	481,053.06	5 6	400,877.55
1886....	Four years,	698,470	10,439.75	1-8	1,304.97
1887....		889,809	10,474.01	3-8	3,927.75
1888....		1,017,855	11,683.47	5-8	7,302.15
1889....		875,196	10,668.79	7-8	9,335.13
1885....	Five years,	38,136,228	796,567.03	1-10	79,656.70
1886 ...		33,539,510	655,960.73	3-10	196,788.22
1887....		33,094,831	627,003.58	1-2	313,501.79
1888....		32,691,243	663,291.59	7-10	464,304.11
1889....		23,354,383	378,161.50	9-10	340,345.35
Totals,		$489,657,629	$6,611,177.56		$3,176,351.99

Premiums received since the organization of the Company,	$71,998,615.24
Losses paid since the Company organized,	37,720,621.60
Cash dividends paid stockholders,	2,974,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	203,300.00
Losses incurred during the year (fire, $1,868,890.45 ; marine and inland, $6,268.79),	1,875,159.24
Loaned to stockholders,	2,700.00

Special deposits elsewhere for the exclusive protection of policy holders there: —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Virginia,	$63,500.00	$34,125.55	29,374.45
Georgia,	31,750.00	33,282.28	.....
Mississippi,	26,350.00	102,546.98	.....
Canada,	127,000.00	46,532.98	80,467.02
Totals,	$248,600.00	$216,487.79	$109,841.47

Business in Connecticut, 1889.

Fire risks taken (no inland),	$2,978,370.00
Premiums received,	29,385.00
Losses paid,	19,750.76
Losses incurred,	16,499.09

PROVIDENCE WASHINGTON INSURANCE COMPANY,

PROVIDENCE, R. I.

Commenced Business, 1799.

J. H. DeWolf, *President.* E. L. Watson, *Secretary.*

Attorney in Connecticut, Insurance Commissioner.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$500,000.00
Whole amount of capital actually paid up in cash,	400,000.00

II. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
Railroad Bonds —		
Rensselaer & Saratoga,	$12,000.00	$18,000.00
Boston & Providence,	125,000.00	135,000.00
Baltimore & Ohio,	25,000.00	27,500.00
Railroad Stocks —		
Chicago & Alton,	50,000.00	67,000.00
Chicago, Burlington & Quincy,	20,000.00	21,350.00
Chicago, Rock Island & Pacific,	20,000.00	19,500.00
Illinois Central,	50,000.00	58,875.00
Chicago & Northwestern,	30,000.00	33,300.00
Bank Stocks —		
Nat. Bank of Commerce, N. Y.,	5,000.00	10,000.00
American National, Providence,	40,000.00	36,800.00
Blackstone Canal Nat., "	40,000.00	40,000.00
Commercial " "	21,200.00	19,504.00
Lime Rock " "	15,000.00	12,300.00
Merchants " "	25,000.00	33,000.00
Mechanics " "	17,400.00	22,272.00
Nat. Bank of Commerce, "	25,000.00	27,500.00
Nat. of North America, "	25,000.00	27,500.00
Manufacturers, "	31,000.00	42,160.00

	Par Value.	Market Value.	
Weybosset National,	10,000.00	12,000.00	
Nat. Eagle, Providence,	12,800.00	16,384.00	
Gas Company Stocks —			
New York Mutual, New York,	10,000.00	10,500.00	
Providence,	25,000.00	41,000.00	
Bath, Bath, Me.,	5,000.00	4,000.00	
Miscellaneous —			
What Cheer Corporation stock,	200,000.00	200,000.00	
Totals,	$839,400.00	$935,445.00	935,445.00
Cash in Company's principal office,			868.48
Cash in bank			41,310.44
Gross premiums in due course of collection,			135,384.75
Bills receivable, not matured, taken for premiums,			53,777.15
Reinsurance due,			1,196.68
Premiums unpaid (more than three months due),	$2,825.71		
Assets of the Company at their actual value,			$1,167,982.50

III. LIABILITIES.

Losses adjusted and unpaid,	$10,188.59	
Losses reported and unadjusted,	79,661.82	
Losses resisted,	12,881.00	
Gross amount of unpaid losses,	$102,731.41	
Deduct reinsurance,	14,239.55	
Net amount of unpaid losses,		$88,491.86
Unearned premiums on risks, one year or less,	$255,643.87	
Unearned premiums on risks, more than one year,	238,517.26	
Unearned premiums on inland navigation risks,	29,457.07	
Unearned premiums on marine risks,	83,104.75	
Unearned premiums as computed above,		606,722.95
Commissions and brokerage,		23,666.38
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$718,881.19
Capital stock,		400,000.00
Surplus beyond all liabilities,		49,101.31
Total liabilities, including capital and surplus,		$1,167,982.50

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$800,492.34	$417,684.55	
Deduct reinsurance, rebate, abatement, and return premiums,	146,284.48	118,010.88	
Actual cash premiums,	$654,207.86	$299,673.67	$953,881.53
Notes received for premiums unpaid,		52,604.97	
Interest on bonds, and dividends on stocks,			41,288.29
Actual cash income,			$995,169.82

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. pd. for losses (inc. $112,588.14 occurring in previous years), ..	$462,308.43	$312,639.65	
Deduct salvage and reinsurance,...	35,064.31	74,079.29	
Net amount paid for losses,	$427,244.12	$238,560.36	$665,804.48
Cash dividends,.....			32,000.00
Commissions and brokerage, ...			181,575.49
Salaries and fees,.....			53,487.14
Taxes,.....			22,331.76
All other payments,.....			67,124.96
Actual cash expenditure,.....			$1,022,323.83

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,.....	$76,383,749	$916,328.60
Written or renewed during the year,.....	69,958,481	813,948.05
Totals, ...	$146,342,230	$1,730,276.65
Deduct those expired and marked off,.....	61,202,506	711,973.80
In force at the end of the year,.	$85,139,724	$1,018,302.85
Deduct amount reinsured, ...	5,505,387	74,434.14
Net amount in force,.....	$79,634,337	$943,868.71

	Marine and Inland.	Premiums.
In force at the end of the year,.....	$3,925,269	$142,018.90

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$41,191,352	$511,287.74	1-2	$255,643.87
1888....	Two years,....	459,344	4,670.08	1-4	1,167.52
1889....		205,441	2,248.88	3-4	1,686.66
1887....	Three years,....	5,810,060	63,306.06	1-6	10,551.01
1888....		6,355,764	73,634.41	1-2	36,817.20
1889....		7,015,009	82,387.46	5-6	68,656.22
1886....	Four years,.....	86,305	713.74	1-8	89.22
1887....		98,606	850.49	3-8	318.93
1888....		135,861	1,794.05	5-8	1,121.30
1889....		87,152	273.08	7-8	238.95
1885....	Five years,.....	2,069,245	23,066.51	1-10	2,306.65
1886....		2,688,822	28,703 53	3-10	8,611.06
1887....		4,102,843	43,568.35	1- 2	21,784.17
1888....		5,036,118	57,297.68	7-10	40,108.38
1889....		4,292,415	50,066.65	9-10	45 059.99
Totals, ...		$79,634,337	$943,868.71		$494,161.13

Premiums received since the organization of the Company,	$15,877,658.20
Losses paid since the Company organized,	9,396,384.71
Cash dividends paid stockholders,	1,992,563.39
Stock dividends declared,	None.
Stock owned by directors at par value,	36,450.00
Losses incurred during the year (fire, $429,285.51; marine and inland, $204,733.28),	634,018.79

Business in Connecticut, 1889.

	Fire.	Marine and Inland.
Fire, marine, and inland risks,	$1,767,540.00	$17,403.00
Premiums received,	17,447.96	96.96
Losses paid,	8,602.22	None.
Losses incurred,	8,620.46	None.

READING FIRE INSURANCE COMPANY,

READING, PENN.

Commenced Business, July, 1867.

WM. A. ARNOLD, *President.* S. E. ANCONA, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$300,000.00
Whole amount of capital actually paid up in cash,	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$27,200.00
Loans on bond and mortgage (first liens), more than one year's interest due,		246,430.00
Loans on bond and mortgage (first liens), not more than one year's interest due (of which none is in process of foreclosure),		2,980.06
Interest due and accrued on bond and mortgage loans,		2,419.52
Value of lands mortgaged,	$289,991.00	
Buildings (insured for $249,813.50),	451,970.00	
Total,	$741,961.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL BONDS—			
City of Reading 6 p. c.,	$10,000.00	$10,400.00	
RAILROAD BONDS—			
Phila. & Reading g. m., 4 p. c.,	11,000.00	9,570.00	
Perkiomen 1st m.,	2,000.00	2,020.00	
City Pass. Railway,	500.00	500.00	
Warren & Franklin 1st m,	1,000.00	1,100.00	
RAILROAD STOCKS—			
East Penn.,	10,000.00	11,400.00	
Reading City Pass.,	2,000.00	2,200.00	
BANK STOCKS—			
National Union, Reading,	3,750.00	10,500.00	
Second National,	7,500.00	12,000.00	
Reading Trust Co.,	89,300.00	102,695.00	
Farmers' National,	1,500.00	3,250.00	
MISCELLANEOUS—			
Reading Gas Co.,	6,250.00	13,750.00	
So. Reading Market House Co.	1,550.00	4,030.00	
Car Tr. Secu. Phil. & Read. R.R.,	6,000.00	6,000.00	
Scrip of S. Read. Mark. House Co.,	950.00	950.00	
Totals,	$153,300.00	$190,365.00	190,365.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Reading Trust Co. stock,	$1,000.00	$1,150.00	$950	
Clymer Iron Co. stock,	88,600.00	44,300.00	10,000	
Keystone Nat. Bank stock,	3,700.00	5,920.00	3,700	
Jeff'son B. & S. Ass'n of Read.,	3,600.00	3,300.00	1,300	
Totals,	$96,900.00	$54,670.00	$15,950	15,950.00

Cash in Company's principal office,	435.17
Cash in bank,	41,586.31
Interest due and accrued on stocks and bonds,	135.00
Interest due and accrued on collateral loans,	97.00
Gross premiums in due course of collection,	25,684.16
Rents due and accrued,	304.42
All other property,	465.00
Assets of the Company at their actual value,	$554,051.64

III. LIABILITIES.

Losses adjusted and unpaid,	$8,595.58	
Losses reported and unadjusted,	3,656.00	
Losses resisted,	3,670.75	
Gross amount of unpaid losses,		$15,922.33
Unearned premiums on risks, one year or less,	$77,245.09	
Unearned premiums on risks, more than one year,	62,558.71	
Unearned premiums as computed above,		139,803.80

Reclaimable on perpetual fire policies,	3,439.89
Commissions and brokerage,	3,538.27
Cash dividends to stockholders remaining unpaid,	798.90
Taxes,	1,000.00
All other demands,	3,588.84
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$168,092.03
Capital stock,	250,000.00
Surplus beyond all liabilities,	135,959.61
Total liabilities, including capital and surplus,	$554,051.64

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$227,816.85	
Deduct reinsurance, rebate, abatement, and return premiums,	29,611.99	
Actual cash premiums,		$198,204.86
Interest on mortgages of real estate,		12,946.41
Interest on loans and bonds, and dividends on stock,		10,773.52
Rents,		1,263.92
From all other sources,		2,000.51
Deposit premiums received for perpetual risks,	$94.40	
Actual cash income,		$225,189.22

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $12,003.70 occurring in previous years),	$105,638.88
Cash dividends,	19,994.80
Commissions and brokerage,	36,499.84
Salaries and fees,	10,632.00
Taxes,	4,862.62
All other payments,	12,252.51
Amount of deposit premiums returned during the year, $118.75,	
Actual cash expenditure,	$189,880.65

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$17,693,696	$202,583.42
Written or renewed during the year,	19,758,480	232,303.10
Totals,	$37,452,176	$434,886.52
Deduct those expired and marked off,	14,329,734	170,529.70
In force at the end of the year,	$23,122,442	$264,356.82
Deduct amount reinsured,	114,972	1,037.96
Net amount in force,	$23,007,470	$263,318.86

Recapitulation of Fire Risks and Premiums (including Perpetuals).

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$12,712,703	$154,490.18	1-2	$77,245.09
1888....	Two years,.....	.....	.....	1-4	.....
1889....		.....	.....	3-4	.....
1887....	Three years,....	1,881,549	19,337.09	1-6	3,223.85
1888....		2,409,284	25,212.96	1-2	12,606.48
1889....		3,234,340	32,317.77	5-6	26,931.45
1886....	Four years,....	.....	.....	1-8	.....
1887...		.....	.....	3-8	.....
1888....		.....	.....	5-8	.....
1889....		.....	.....	7-8	.....
1885....	Five years,.....	338,603	4,076.22	1-10	407.62
1886....		362,433	3,993.36	3-10	1,198.01
1887....		468,818	5,268.19	1-2	2,634.09
1888....		715,451	8,410.21	7-10	5,887.15
1889....		947,928	10,745.62	9-10	9,671.06
	Perpetual, ...	124,050	36.00	95-100	3,439.89
	Totals,.....	$23,195,159	$263,887.60	...	$143,243.69

Premiums received since the organization of the Company,...	$1,386,398.77
Losses paid since the Company organized,.....	650,655.04
Cash dividends declared,.....	317,560.86
Stock dividends declared,.....	None.
Stock owned by directors at par value, ...	57,130.00
Losses incurred during the year,.....	107,186.76

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$436,465.00
Premiums received,.....	5,129.92
Losses paid,.....	6,126.56
Losses incurred,.....	5,352.34

RELIANCE INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, August, 1844.

THOMAS C. HILL, *President.* WILLIAM CHUBB, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$300,000.00
Whole amount of capital actually paid up in cash,.....	300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$100,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due, ...		127,100.00
Interest due and accrued on bond and mortgage loans,.....		1,806.62
Value of lands mortgaged,.....	$124,000.00	
Buildings (insured for $88,550),.....	154,500.00	
Total,.....	$278,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States 4 p. c.,.....	$15,000.00	$19,125.00
United States 4½ p. c.,.....	20,000.00	21,000.00
MUNICIPAL AND COUNTY BONDS—		
Philadelphia City 6 p. c.,. ...	75,000.00	85,720.00
Pittsburg City W. W. 7 p. c.,...	30,000.00	40,800.00
Scranton City W. W. 7 p. c.,...	15,000.00	16,500.00
Rochester City W. W. 7 p. c., ..	20,000.00	29,000.00
City of Quincy, Ill., 4½ p. c.,....	15,000.00	15,450.00
RAILROAD BONDS—		
Lehigh Valley coupon 6 p. c.,...	15,000.00	17,400.00
Lehigh Valley, reg., 6 p. c.,.....	5,000.00	5,800.00
Eastern & Amboy 5 p. c.,.....	20,000.00	23,000.00
North Pennsylvania 7 p. c., 1896,	5,000 00	5,800.00
North Pennsylvania 7 p. c., 1903,	10,000.00	13,000.00
Louisville & Nash. 6 p. c.,.....	9,000.00	10,530.00
Northern Central 6 p. c., 1904,..	5,000.00	6,000.00
Northern Central 6 p. c , 1900,..	5,000.00	5,900.00
Philadelphia & Erie 5 p. c.,. ...	25,000.00	28,500.00

	Par Value.	Market Value.	
Phila. & Balt. Central 5 p. c.,	10,000.00	10,500.00	
Pennsylvania con. 5 p. c.,	4,000.00	4,500.00	
Steubenville & Indiana 5 p. c.,	10,000.00	10,500.00	
Camden & Atlantic 5 p. c.,	30,000.00	31,500.00	
Allentown Terminal 4 p. c.,	15,000.00	15,150.00	
Penn. & N. Y. Ca. & R. R. Co. 5 p. c.,	40,000.00	46,000.00	
Penn. & N. Y. Ca. & R. R. Co. 4 p. c.,	20,000.00	20,200.00	
Railroad Stocks —			
Phil., Wil. & Balt. 4 p. c.,	25,000.00	25,250.00	
Bank Stocks —			
Commercial National,	10,000.00	12,000.00	
Mechanics "	4,000.00	4,560.00	
Miscellaneous —			
American Steamship Co., 6 p. c.,	5,000.00	5,325.00	
United Co. of N. J., 4. p. c.,	5,000.00	5,350.00	
Delano Land Co., 7 p. c.,	13,000.00	14,300.00	
Lehigh Coal & Nav. Co., 6 p. c.,	5,000.00	5,650.00	
Penn. Equip. Trust ctfs., 4 p. c.,	15,000.00	15,150.00	
N. Y. & Pac. Car Trust G. 3 ctfs., 6 p. c.	2,000.00	2,000.00	
Totals,	$502,000.00	$571,460.00	571,460.00
Cash in Company's principal office,			2,694 39
Cash in bank,			9,381.68
Gross premiums in due course of collection,			16,223.79
Rents due and accrued,			377.00
All other property,			885.00
Assets of the Company at their actual value,			$829,928.48

III. LIABILITIES.

Losses adjusted and unpaid,	$10,029.71	
Losses reported and unadjusted,	12,227.50	
Losses resisted,	None.	
Gross amount of unpaid losses,	$22,257.21	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$22,257.21
Unearned premiums on risks, one year or less,	$75,083.60	
Unearned premiums on risks, more than one year,	28,857.96	
Unearned premiums as computed above,		103,941.56
Reclaimable or perpetual fire policies,		122,061.82
Commissions and brokerage,		510.57
Due for salaries, rent, advertising, etc.,		200.00

Taxes,		794.85
Special deposits in other States in excess of present liability therein,		None.
Total liabilities, except capital and surplus,		$249,766.01
Capital stock,		300,000.00
Surplus beyond all liabilities,		280,162.47
Total liabilities, including capital and surplus,		$829,928.48

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$200,092.31	
Deduct reinsurance, rebate, abatement, and return premiums,	24,868.09	
Actual cash premiums		$175,224.22
Interest on mortgages of real estate,		6,136.69
Interest on loans and bonds, and dividends on stocks,		27,184.49
Rents,		2,030.70
From all other sources,		254.22
Deposit premiums on perpetual risks,	$5,239.00	
Actual cash income,		$210,830.32

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $14,722.63 occurring in previous years),	$132,389.43	
Deduct salvage and reinsurance,	3,108.73	
Net amount paid for losses,		$129,280.70
Cash dividends,		24,000.00
Commissions and brokerage,		34,206.96
Salaries and fees,		11,851.65
Taxes,		6,099.25
All other payments,		8,937.04
Deposit premiums returned,	$3,470.75	
Actual cash expenditure,		$214,375.60

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$17,129,630	$183,104.30
Written or renewed during the year,	22,537,626	204,568.22
Totals,	$39,667,256	$387,672.52
Deduct those expired and marked off,	19,414,240	180,961.42
In force at the end of the year,	$20,253,016	$206,711.10
Deduct amount reinsured,	787,789	6,736.11
Net amount in force,	$19,465,227	$199,974.99

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$15,489,507	$150,167.21	1-2	$75,083.60
1888....	Two years,.....	36,900	415.07	1-2	207.53
1889....		71,690	910.47	3-4	682.83
1887....	Three years,....	474,372	6,344.64	1-6	1,057.44
1888....		616,831	7,216.20	1-2	3,608.10
1889....		851,648	9,004.40	5-6	7,503.65
1886....	Four years,....	12,500	97.65	1-8	12.20
1887....		8,750	163.13	3-8	61.17
1888....		21,500	291.96	5-8	182.45
1889....		75,700	680.57	7-8	595.49
1885....	Five years,.....	104,866	1,562.57	1-10	156.25
1886....		187,225	2,879.98	3-10	863.97
1887....		329,408	4,779.68	1-2	2,389.81
1888....		491,423	5,985.00	7-10	4,189.50
1889....		541,107	6,471.01	9 10	5,823.91
1885....	Six years,.....	5,000	150.00	3-12	37.50
1889....		500	10.00	11-12	9.16
1883....	Seven years,....	19,200	300.84	1-14	21.49
1884....		8,200	207.50	3-14	44.46
1885....		25,000	527.50	5-14	188.35
1886....		10,650	255.50	1-2	127.75
1887....		12,300	257.69	9-14	165.65
1888....		34,750	528.12	11-14	414.92
1889....		25,700	500.80	13-14	465.01
1880....	Ten years,.....	4,500	97.50	1-20	4.87
1882....		5,000	150.00	5-20	37.50
1883....		1,000	20.00	7-20	7.00
	Perpetual,.....	4,848,493	132,964.48	....	122,061.82
	Totals,.....	$24,313,720	$332,939.47	....	$226,003.38

Premiums received since the organization of the Company,....	$2,484,766.00
Losses paid since the Company organized,.....	1,616,487.15
Cash dividends paid stockholders,.....	706,597.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	35,150.00
Losses incurred during the year,.....	136,815.28

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$266,771.00
Premiums received,.....	3,077.04
Losses paid,.....	259.61
Losses incurred,.....	259.61

ROCHESTER GERMAN INSURANCE COMPANY,

ROCHESTER, N. Y.

Commenced Business, February, 1872.

FREDERICK COOK, *President.* H. F. ATWOOD, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$200,000.00
Whole amount of capital actually paid up in cash,.....	200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....			$191,559.84
Loans on bond and mortgage (first liens), not more than one year's interest due, ...			261,945.00
Interest due on bond and mortgage loans,.....			5,947.79
Value of lands mortgaged, ...	$317,170.00		
Buildings (insured for $312,815),.....	497,500.00		
Total,.....	$814,670.00		

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States, 4 p. c.,.....	$100,000.00	$127,000.00	
BANK STOCK—			
German American of Rochester,	10,000.00	13,000.00	
MISCELLANEOUS—			
Rochester Title Ins. Co. Stock,..	10,000.00	10,000.00	
Rochester City orders,.....	10,052.41	10,052.41	
Totals,.....	$130,052.41	$160,052.41	160,052.41
Cash in Company's principal office,.....			1,889.84
Cash in bank,.....			75,985.87
Gross premiums in due course of collection,.....			63,004.80
Assets of the Company at their actual value,.....			$760,385.55

III. LIABILITIES.

Losses adjusted and unpaid,.....	$8,162.66	
Losses reported and unadjusted,.....	11,392.85	
Losses resisted,.....	2,300.00	
Gross amount of unpaid losses,.....		$21,855.51

Unearned premiums on risks, one year or less,...	$143,537.71	
Unearned premiums on risks, more than one year,	167,295.81	
Unearned premiums as computed above,.....		310,833.52
Commissions and brokerage,.....		9,000.69
Return premiums,.....		175.03
Special deposits in other States, in excess of present liabilities therein,.....		58,382.43
Total liabilities, except capital and surplus,.....		$400,247.18
Capital stock,.....		200,000.00
Surplus beyond all liabilities,.....		160,138.37
Total liabilities, including capital and surplus,.....		$760,385.55

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$504,774.58	
Deduct reinsurance, rebate, abatement, and return premiums,.....	114,814.00	
Actual cash premiums,.....		$389,960.58
Interest on mortgages of real estate,.....		15,725.65
Interest on loans and bonds, and dividends on stocks,.....		5,262.59
Rents,.....		9,307.80
From all other sources,.....		7,191.79
Actual cash income,.....		$427,448.41

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $23,618.93 occurring in previous years),.....	$255,403.02	
Deduct salvage and reinsurance,.....	30,003.14	
Net amount paid for losses,.....		$225,399.88
Cash dividends,.....		20,000.00
Commissions and brokerage,.....		84,759.91
Salaries and fees,.....		20,809.08
Taxes,.....		13,539.20
All other payments,.....		29,546.11
Actual cash expenditure,.....		$394,054.18

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,.....	$51,858,487	$568,293.23
Written or renewed during the year,.....	43,991,032	508,732.81
Totals,.....	$95,849,519	$1,077,026.04
Deduct those expired and marked off,.....	40,743,269	467,806.95
In force at the end of the year,.....	$55,106,250	$609,219.09
Deduct amount reinsured,.....	1,221,844	14,968.78
Net amount in force,.....	$53,884,406	$594,250.31

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$23,776,950	$287,075.42	1-2	$143,537.71
1888....	Two years,.....	144,246	1,034.41	1-4	258.60
1889....		140,974	1,246.96	3-4	935.22
1887....	Three years,....	7,720,927	73,036.47	1-6	12,172.74
1888....		7,902,370	74,384.51	1-2	37,192.25
1889....		9,356,148	89,733.43	5-6	74,777.88
1886....	Four years,....	48,078	505.33	1-8	63.16
1887....		152,950	1,153.35	3 8	432.51
1888....		79,275	629.16	5-8	393.25
1889....		168,150	1,689.42	7-8	1,478.26
1885....	Five years,.....	537,542	7,175.12	1-10	717.51
1886....		481,132	7,168.28	3 10	2,150.49
1887....		839,185	11,545.31	1-2	5,772.65
1888....		1,024,543	15,682.86	7-10	10,980.02
1889....		1,511,936	22,190.28	9-10	19,971.27
Totals,.....		$53,884,406	$594,250.31		$310,833.52

Premiums received since the organization of the Company,....	$4,798,560.74
Losses paid since the Company organized,.....	2,699,652.62
Cash dividends declared,.....	283,000.00
Stock dividends declared,.....	25,000.00
Stock owned by directors at par value,.....	50,675.00
Losses incurred during the year,.....	224,678.43
Loaned to officers and directors,.....	7,700.00
Loaned to stockholders not officers,.....	12,300.00

Special deposits elsewhere for the exclusive protection of policy-holders there : —

State or Country.	Val. of Deposits.	Total liabilities therein.	Excess of Deposits.
Nebraska	$31,750.00	$4,737.23	$27,012.77
Virginia,.....	12,700.00	3,327.12	9,372.88
Georgia,.....	31,500.00	9,503.22	21,996.78
Totals,.....	$75,950.00	$17,567.57	$58,382.43

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$473,089.00
Premiums received,.....	5,407.00
Losses paid,.....	1,822.89
Losses incurred,.....	1,822.89

SPRINGFIELD FIRE AND MARINE INSURANCE COMPANY,

SPRINGFIELD, MASS.

Commenced Business, 1851.

J. N. DUNHAM, *President.* S. J. HALL, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$1,500,000.00
Whole amount of capital actually paid up in cash,.....	1,500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....		$110,853.00
Loans on bond and mortgage (first liens), not more than one year's interest due,...		301,500.00
Interest accrued on bond and mortgage loans,.....		7,251.82
Value of lands mortgaged,.....	$178,100.00	
Buildings (insured for $256,600),.....	339,900.00	
Total,.....	$518,000.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS —		
United States 6 p. c., cur. reg.,..	$100,000.00	$125,000.00
WATER COMPANY BONDS —		
Wakefield (Mass.) 6 p. c. reg. bds.,	50,000.00	55,000.00
Ann Arbor (Mich.) 6 p. c. reg.,..	50,000.00	55,000.00
Amherst (Mass.) 5 p. c. reg.,.....	16,000.00	16,000.00
Berkshire 5 p. c. reg., ...	15,000.00	15,000.00
W. Spfd Aq. Co. 5 p. c. reg.,...	25,000.00	25,000.00
RAILROAD BONDS —		
K. C., St. J. & C. B. 7 p. c. reg.,	100,000.00	120,000.00
U. P. Col. Tr. 6 p. c. reg.,.....	48,000.00	50,880.00
C. & N. sinki'g fund 6 p. c. reg.,	50,000.00	60,000.00
N. Y. & Harlem 7 p. c. reg.,.....	10,000.00	13,000.00

	Par Value.	Market Value.
Chic., Mil. & St. P. 7 p. c. reg.,.	10,000.00	12,500.00
St. P., Min. & Man. 6 p. c. reg.,	50,000.00	58,000.00
Chic., B. & Q. 4 p. c. reg.,.....	10,000.00	9,500.00
D., L. & N. 7 p. c. reg., ...	2,000.00	2,000.00
Chic., B. & N. 5 p. c. reg.,.....	11,000.00	11,000.00
RAILROAD STOCKS —		
Boston & Albany,.....	100,000.00	216,000.00
Connecticut River,.....	50,000.00	102,500.00
N. Y., New Haven & Hartford,.	120,000.00	294,000.00
Old Colony,.....	50,000.00	87,500.00
New York & Harlem,,.....	50,000.00	125,000.00
Chicago, Burlington & Quincy,..	110,000.00	116,600.00
Chi., Mil. & St. P. preferred,....	55,000.00	61,600.00
Chi., Mil. & St. P. common,....	10,000.00	6,800.00
Pennsylvania,.....	25,000.00	25,000.00
Chicago, Burlington & North'n,.	10,000.00	4,000.00
Conn. & Pass. Rivers guar.,.....	50,000.00	58,000.00
Chicago & Alton,.....	50,000.00	68,000.00
Chicago, Rock Island & Pacific,.	55,000,00	53,350.00
Illinois Central,.....	50,000.00	58,000.00
West End Street Railway pref.,.	30,000.00	51,000.00
BANK STOCKS —		
Agawam National, Springfield,..	20,300.00	24,360.00
John Hancock Nat., " ..	20,000.00	24,000.00
Chicopee Nat., " ..	10,400.00	17,160.00
Pynchon Nat., " ..	12,700.00	20,320.00
Second Nat., " ..	20,000.00	30,000.00
Third Nat., " ..	20,000.00	40,000.00
City Nat., " ..	10,000.00	13,000.00
Chapin Nat., " ..	10,000.00	13,500.00
First Nat., " ..	20,000.00	29,000.00
Ware Nat., Ware,.....	7,500.00	9,375.00
First Nat., Northampton,.....	10,000.00	14,000.00
Northampton Nat., Northampt'n,	10,000.00	17,000.00
Monson Nat., Monson,.....	1,000.00	1,500.00
First Nat., Chicopee,.....	6,500.00	9,100.00
City Nat., Holyoke,.....	25,000.00	27,500.00
Adams Nat., North Adams,.....	2,000.00	2,800.00
Franklin Co. Nat., Greenfield,..	6,000.00	6,000.00
Palmer Nat., Palmer,.....	3,700.00	4,440.00
First Nat., Lynn,.....	5,000.00	6,750.00
Tremont Nat., Boston,....	10,000.00	11,200.00
Boston Nat., "	10,000.00	12,200.00
New England Nat., "	10,000.00	16,500.00
Commonwealth Nat., "	10,000.00	17,000.00
Merchandise Nat., "	10,000.00	6,600.00
Merchants Nat., "	10,000.00	14,700.00
Atlas Nat., "	10,000.00	12,000.00

	Par Value.	Market Value.	
Howard Nat., Boston,....	30,000.00	33,000.00	
Webster Nat.. "	15,000.00	15,600.00	
Boylston Nat., "	15,000.00	20,400.00	
Eliot Nat., "	10,000.00	13,200.00	
Nat. Bk. of Commerce, "	10,000.00	13,000.00	
Shawmut Nat., "	10,000.00	13,000.00	
Freeman's Nat., "	10,000.00	10,400.00	
Washington Nat., "	9,300.00	11,625.00	
Old Boston Nat., "	10,000.00	11,500.00	
Nat. Exchange, "	10,000.00	12,500.00	
Nat. Bk. of Commerce, New York,	10,000.00	19,500.00	
Bk. of North Amer., "	7,000.00	13,300.00	
Fourth Nat., "	20,000.00	33,600.00	
Continental Nat., "	20,000.00	26,600.00	
Metropolitan Nat., "	20,000.00	2,400.00	
St. P. Nat., S. Paul, Minn. "	10,000.00	11,000.00	
Totals,.....	$1,868,400.00	$2,615,860.00	2,615,860.00

Loans on Collateral.

	Par Value.	Market Val.	Amt. Loaned.	
Non. Pa. Co. sk., Hol., Mass.,.	$10,000	$17,500	$25,000	
Parsons Paper Co. stock,.....	1,000	15,000		
Park Nat. Bank stock, N.Y.,..	1,500	3,750	1,500	
Totals,.....	$12,500	$36,250	$26,500	26,500.00

Cash in Company's principal office,....	17,592.20
Cash in bank, ...	110,737.32
Interest due and accrued on stocks,.....	24,377.05
Interest due and accrued on collateral loans,.....	662.50
Gross premiums in due course of collection,.....	194,736.80
Rents due and accrued,.....	912.25
Assets of the Company at their actual value,..... ...	$3,410,982.94

III. LIABILITIES.

Losses adjusted and unpaid,.....	$95,142.06	
Losses reported and unadjusted,.....	81,958.33	
Losses resisted,.....	22,097.32	
Gross amount of unpaid losses,.....	199,197.71	
Deduct reinsurance,.....	12,481.46	
Net amount of unpaid losses,.....		$186,716.25
Unearned premiums on risks, one year or less,...	$551,104.39	
Unearned premiums on risks, more than one year,	623,442.12	
Unearned premiums as computed above,...		1,174,546.51

Commissions and brokerage,	29,210.52
Special deposits in other States in excess of present liabilities therein,	None.
Total liabilities, except capital and surplus,	$1,390,473.28
Capital stock,	1,500,000.00
Surplus beyond all liabilities,	520,509.66
Total liabilities, including capital and surplus,	$3,410,982.94

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,931,652.34	
Deduct reinsurance, rebate, abatement, and return premiums,	250,600.35	
Actual cash premiums,		$1,681,051.99
Interest on mortgages of real estate,		11,347.31
Interest on loans and bonds, and dividends on stock,		114,319.77
Rents,		4,388.01
Actual cash income,		$1,811,107.08

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $109,295.62 occurring in previous years),	$1,041,336.72	
Deduct salvage and reinsurance,	60,618.57	
Net amount paid for losses,		$980,718.15
Cash dividends,		125,000.00
Commissions and brokerage,		288,167.71
Salaries and fees,		72,926.51
Taxes,		55,238 64
All other payments,		156,845.37
Actual cash expenditure,		$1,678,896.38

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire and Tornado.	Premiums.
In force on the 31st day of December of the preceding year,	$175,278,437	$2,397,063.36
Written or renewed during the year,	143,085,358	1,931,652.34
Totals,	$318,363,795	$4,328,715.70
Deduct those expired and marked off,	137,057,641	1,872,825.11
In force at the end of the year,	$181,306,154	$2,455,890.59

Recapitulation of Fire and Tornado Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$76,077,208	$1,102,208.78	1-2	$551,104.39
1888....	Two years,.....	338,113	2,248.00	1 4	562.00
1889....		595,220	7,043.14	3-4	5,282.36
1887....	Three years, ...	14,268,128	170,947.25	1-6	28,491.21
1888....		16,057,509	195,705.15	1-2	97,852.58
1889 ...		18,732,932	220,872.32	5 6	184,060.27
1886....	Four years,....	256,798	2,087.01	1-8	260.88
1887....		519,116	5,290.75	3-8	1,984.03
1888....		661,072	6,245.33	5 8	3,903.33
1889....		727,864	7,589.16	7-8	6,640 51
1885....	Five years,.....	18,728,874	283,961.64	1-10	28,396.16
1886....		8,799,085	118,604.55	3-10	35,581.36
1887....		8,367,651	110,414.19	1-2	55,207.09
1888 ...		9,498,688	125,928.22	7-10	88,149.75
1889....		7,677,896	96,745.10	9-10	87,070.59
	Totals,....	$181,306,154	$2,455,890.59		$1,174,546.51

Premiums received since the organization of the Company, ...	$25,531,672.15
Losses paid since the Company organized,.....	15,786,367.56
Cash dividends paid stockholders,.....	2,354,542.00
Stock dividends declared,.....	1,000,000.00
Stocks owned by the directors at par value,.....	142,500.00
Losses incurred during the year, ...	1,045,647.83
Loaned to officers and directors,.....	42,500.00
Loaned to stockholders not officers,.....	16,600.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$3,200,394.00
Premiums received,.....	34,403.18
Losses paid,.....	10,316.33
Losses incurred,.....	11,239.97

SPRING GARDEN INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, August, 1835.

NELSON F. EVANS, *President.* G. B. ARMITAGE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$400,000.00
Whole amount of capital actually paid up in cash,.....	400,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$208,500.00
Loans on bond and mortgage (first liens), not more than one year's interest due, ...		437,530.00
Interest due and accrued on bond and mortgage loans,.....		9,278.99
Value of lands and buildings mortg'ed, Buildings (insured for $341,500),.....	$924,950.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL BONDS—		
City of Cincinnati, 7 3/10 p. c.,....	$20,000.00	$26,600.00
City of St. Joseph, 6 p.c. funding,	20,000.00	22,400.00
Kansas City Water Works, 6 p.c.,	10,000.00	10,500.00
RAILROAD BONDS—		
North Pennsylvania g. m., 7 p.c.,	20,000.00	27,000.00
North Pennsylvania 1st m.,7 p.c.,	10,000.00	11,600.00
Phil. & Reading, con., 7 p. c.,...	20,000.00	26,350.00
Pitts., Cin. & St. L. reg., 7 p. c.,	30,000.00	35,550.00
Pennsylvania con., 6 p. c., ...	10,000.00	12,175.00
Lehigh Valley con., 6 p. c.,.....	20,000.00	27,200.00
Peoples Passenger R'y, 7 p. c.,..	10,000.00	12,000.00
Terre Haute & Logansport, 6 p.c.,	20,000.00	20,400.00
C., C., C. & I. con., 6 p. c.,.....	10,000.00	11,300.00
Zanesv'e & Ohio R. 1st m., 6 p. c.,	10,000.00	7,500.00
Jacksonv'e, So'east'n g. m., 6 p.c.,	20,000.00	18,000.00
C. & Cin. Midland 1st m., 6 p. c.,	20,000.00	19,000.00
Texas & Pacific 2d m., 5 p. c.,..	12,000.00	4,620.00
Jacksonv'e,T. & K. W. 1st m. 6 p.c.	10,000.00	10,000.00
Marietta & N. Georgia 1stm. 6 p.c.,	20,000.00	21,000.00
Clearfield & Jefferson, 1st m. 6p.c.,	10,000.00	11,725.00

	Par Value.	Market Value.	
Phil. & Reading "st'pd" 5 p. c.,..	30,000.00	29,925.00	
Phil. & Erie gen. m., 4 p. c.,....	10,000.00	10,200.00	
Penn. & N. Y. Canal & R. R. Co. con., 5 p. c., ...	10,000.00	11,600.00	
BANK STOCKS —			
Penn National, Phila.,..	10,000.00	19,250.00	
Commercial " "	5,000.00	6,100.00	
Fourth Street " "	10,000.00	12,200.00	
MISCELLANEOUS —			
Lehigh Coal & Nav. Co. con., 7 p. c.,.....	20,000.00	26,400.00	
American Steamship Co. 6 p. c.,.	5,000.00	5,325.00	
Poughkeepsie Bridge Co., 1st m. 6 p. c.,.....	10,000.00	9,025.00	
Totals, ...	$412,000.00	$464,945.00	464,945.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Central National Bank, Phila.,	$11,000	$37,400	$25,000.00	
Bloomington, Ill., City R. W. 1st m. 5 p. c., bonds,.....	10,000	9,000	6,500	
Texas & Pac. R. R. 2d m. 5 p. c.,	8,000	3,040	2,500	
American Life Ins. Co., Phil.,.	37,500	52,500	30,000	
United Gas Improv. Co., Phil.,	12,000	17,280	15,000	
Spring Gard'n Nat. Bank, Phil.,	8,500	10,285	8,500	
Central N. E. & Western R. R. Co., 1 m. 6 p. c. bonds,...	14,000	14,000	11,000	
Totals,.....	$101,000	$143,505	$98,500	98,500.00

Cash in Company's principal office,.....	4,405.47
Cash in bank, ...	23,800.09
Gross premiums in due course of collection,.....	26,307.26
Rents due and accrued,.....	321.49
Premiums unpaid (more than three months due), $10.00.....	
Assets of the Company at their actual value,.....	$1,273,588.30

III. LIABILITIES.

Losses adjusted and unpaid,.....	$8,538.27	
Losses reported and unadjusted,.....	9,123.25	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....	$17,661.52	
Deduct reinsurance,.....	None.	
Net amount of unpaid losses,.....		$17,661.52
Unearned premiums on risks, one year or less,...	$113,182.84	
Unearned premiums on risks, more than one year,	65,193.59	
Unearned premiums as computed above,.....		178,376.43
Reclaimable on perpetual fire policies,.....		361,709.70

Commissions and brokerage,		2,422.56
Return premiums,		154.80
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$560,325.01
Capital stock,		400,000.00
Surplus beyond all liabilities,		313,263.29
Total liabilities, including capital and surplus,		$1,273,588.30

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$312,477.73	
Deduct reinsurance, rebate, abatement, and return premiums,	55,451.29	
Actual cash premiums,		$257,026.44
Interest on mortgages of real estate,		18,390.04
Interest on loans and bonds, and dividends on stocks,		31,638.29
Rents,		3,410.56
From all other sources,		965.26
Deposit premiums on perpetual risks,	$18,164.91	
Actual cash income,		$311,430.59

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $26,338.10 occurring in previous years),	$211,703.66	
Deduct salvage and reinsurance,	13,437.57	
Net amount paid for losses,		$198,266.09
Cash dividends,		64,000.00
Commissions and brokerage,		55,603.44
Salaries and fees,		17,791.67
Taxes,		14,941.56
All other payments,		14,427.23
Deposit premiums returned during the year,	$7,581.75	
Actual cash expenditure,		$365,029.99

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$26,625,127.34	$317,880.15
Written or renewed during the year,	29,719,802.99	325,708.26
Totals,	$56,344,930.33	$643,588.41
Deduct those expired and marked off,	26,527,744.89	297,222.74
In force at the end of the year,	$29,817,185.44	$346,365.67
Deduct amount reinsured,	577,256.00	6,165.77
Net amount in force,	$29,239,929.44	$340,199.90

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$19,798,463.91	$226,365.68	1-2	$113,182.84
1888....	Two years,.....	38,850.00	380.18	1-4	95.04
1889....		69,425.00	564.51	3-4	423.39
1887....	Three years, ...	1,356,505.84	16,098.86	1-6	2,683.14
1888....		1,625,088.20	16,747.00	1-2	8,373.50
1889....		2,057,328.50	21,929.39	5-6	18,274.47
1886....	Four years,....	15,250.00	259.06	1-8	32.38
1887....		9,950.00	62.21	3-8	23.33
1888....		34,830.00	347.31	5-8	217.07
1889....		51,500.00	453.17	7-8	396.52
1885....	Five years,.....	223,905.50	3,246.86	1-10	324.68
1886....		597,713.00	7,388.09	3-10	2,216.43
1887....		996,209.83	14,003.97	1-2	7,001.98
1888....		1,029,419.00	12,768.85	7-10	8,938.19
1889....		1,177,415.66	15,108.96	9-10	13,598.06
1884....	Six years,.....	300.00	15.00	1-6	2.50
1888 ...		4,000.00	16.00	2-3	10.67
1883....	Seven years,....	9,000.00	256.25	1-8	32.03
1884....		11,000.00	412.50	2 8	103.12
1885....		5,500.00	275.00	3-8	103.12
1886....		9,000.00	537.50	1-2	268.75
1887....		25,500.00	775.00	5-8	484.38
1888 ...		13,300.00	672.50	6-8	504.38
1889 ..		10,000.00	317.00	7-8	277.38
1882....	Ten years,.....	2,500.00	37.50	3-10	11.25
1884....		5,000.00	200.00	4-10	80.00
1886....		7,000.00	230.00	6-10	138.00
1887....		12,600.00	287.80	7-10	201.46
1888....		8,000.00	210.00	8-10	168.00
1889....		35,375.00	233.75	9 10	210.37
	Totals, ...	$29,239,929.44	$340,199.90	...	$178,376.43
	Perpetuals,.....	$16,597,711.00	$396,344.11	90 & 95	$361,709.70

Losses paid since the Company organized,.....	$2,433,655.88
Cash dividends paid stockholders,.....	1,345,215.00
Stock dividends declared,.....	200,000.00
Stock owned by directors at par value,.....	154,900.00
Losses incurred during the year,.....	192,420.22
Loaned to directors,.....	51,000.00
Loaned to stockholders not officers,.....	59,500.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$323,632.96
Premiums received,.....	2,801.03
Losses paid,.....	119.45
Losses incurred,.....	119.45

TRADERS INSURANCE COMPANY,

CHICAGO, ILL.

Commenced Business, May, 1872.

E. BUCKINGHAM, *President.* R. J. SMITH, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$500,000.00
Whole amount of capital actually paid up in cash,.....	500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,....		$1,500.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		228,781.50
Interest accrued on bond and mortgage loans,.....		2,501.62
Value of lands mortgaged,.....	$305,285.00	
Buildings (insured for $137,800),.....	194,300.00	
Total,.....	$499,585.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States 4 p. c.,.....	$200,000.00	$252,750.00
MUNICIPAL BONDS—		
City of Portland, Oregon,.....	50,000.00	57,750.00
Evanston water loan,.....	5,000.00	5,500.00
RAILROAD STOCKS—		
Chicago City Railway,.....	100,000.00	247,000.00
Chicago West Division,.....	6,200.00	37,944.00
Chicago & Northwestern, com.,..	25,000.00	27,562.50
Chicago & Northwestern, pfd.,..	25,000.00	35,625.00
Illinois Central,.....	20,000.00	23,700.00
National Railway,.....	37,500.00	40,125.00
Davenport & Rock Island,.....	25,000.00	26,250.00
Chicago & Alton,.....	10,000.00	13,300.00
No. Chicago City Railway,.....	5,000.00	27,500.00
No. Chicago Street Railway,....	10,000.00	12,200.00

	Par Value.	Market Value.	
BANK STOCKS—			
National Bank of America,.....	10,000.00	14,000.00	
Union National,.....	10,000.00	16,500.00	
Continental National,.....	22,500.00	29,925.00	
MISCELLANEOUS—			
Lincoln Park Bonds,.....	5,000.00	5,200.00	
Central Music Hall stock,.....	2,200.00	6,930.00	
Dearborn Club stock,.....	25,000.00	25,000.00	
Pack. & Prov. Deal. Ins. Co. stk,	100,000.00	104,000.00	
Totals,.....	$693,400.00	$1,008,561.50	1,008,561.50
Cash in Company's principal office,.....			519.32
Cash in bank,.....			25,871.01
Interest due and accrued on stocks,.....			4,986.25
Gross premiums in due course of collection,.....			42,716.09
Due from other companies,.....			18,830.35
Gross assets of the Company,.....			$1,334,267.64
Deduct as inadmissible, insurance stock,.....			104,000.00
Assets of the Company at their actual value,.....			$1,230,267.64

III. LIABILITIES.

Losses adjusted and unpaid,.....	$18,207.05	
Losses reported and unadjusted,.....	33,048.80	
Losses resisted,.....	8,695.90	
Gross amount of unpaid losses,.....	$59,951.75	
Deduct reinsurance,.....	4,011.73	
Net amount of unpaid losses,.....		$55,940.02
Unearned premiums on risks, one year or less,...	$211,173.61	
Unearned premiums on risks, more than one year,	138,766.52	
Unearned premiums as computed above,.....		349,940.13
Commissions and brokerage,.....		4,230.63
All other demands,.....		18,104.44
Special deposits in Oregon in excess of present liabilities therein,		54,352.61
Total liabilities, except capital and surplus,.....		$482,567.83
Capital stock,.....		500,000.00
Surplus beyond all liabilities,.....		247,699.81
Total liabilities, including capital and surplus,.....		$1,230,267.64

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,.....	$657,857.59	$353.01	
Deduct reinsurance, rebate, abatement, and return premiums,...	130,623.71	None.	
Actual cash premiums,...	$527,233.88	$353.01	$527,586.89
Interest on mortgages of real estate,.....			13,323.36
Interest on loans and bonds, and dividends on stocks,.....			45,143.40
Actual cash income,.....			$586,053.65

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $58,270.53 occurring in previous years),	$425,009.24	None.	
Deduct salvage and reinsurance,	31,010.52	None.	
Net amount paid for losses,	$393,998.72	None.	$393,998.72
Cash dividends,			50,000.00
Commissions and brokerage,			101,102.57
Salaries and fees,			41,756.59
Taxes,			15,723.01
All other payments,			24,510.47
Actual cash expenditure,			$627,091.36

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$48,847,271	$690,416.16
Written or renewed during the year,	46,084,052	657,287.83
Totals,	$94,931,323	$1,347,703.99
Deduct those expired and marked off,	45,244,603	627,249.40
In force at the end of the year,	$49,686,720	$720,454.59
Deduct amount reinsured,	3,010,048	46,657.05
Net amount in force,	$46,676,672	$673,797.54

	Marine and Inland.	Premiums.
In force at the end of the year,	Nothing.	None.

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$27,239,591	$422,347.23	1-2	$211,173.61
1888....	Two years, ...	91,275	830.73	1-4	207.68
1889....		145,500	1,102.17	3-4	826.63
1887 ...	Three years, ...	3,730,905	45,211.60	1-6	7,535.26
1888....		3,812,245	48,358.71	1-2	24,179.35
1889....		4,369,916	58,867.03	5-6	49,055.86
1886....	Four years,....	37,500	264.57	1-8	33.07
1887....		141,550	1,155.96	3-8	433 47
1888....		159,650	1,409.46	5-8	880.90
1889....		308,949	2,681.91	7-8	2,346.72
1885....	Five years,.....	884,882	10,972.53	1-10	1,097.25
1886....		892,411	13,246.60	3-10	3,973.98
1887....		1,360,911	19,892.08	1-2	9,946.04
1888....		1,667,611	22,304.57	7-10	15,613.15
1889....		1,833,776	25,152.39	9-10	22,637.16
Totals,		$46,676,672	$673,797.54		$349,940.13

Premiums received since the organization of the Company,	$7,200,541.55
Losses paid since the Company organized,	4,407,656.78
Cash dividends paid stockholders,	872,500.00
Stock dividends declared,	None.
Stock owned by directors at par value,	109,800.00
Losses incurred during the year (fire $415,735.65; marine and inland, none),	415,735.65

Special deposits elsewhere for the exclusive protection of policyholders there: —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Oregon,	$57,750.00	$3,397.39	$54,352.61

Business in Connecticut, 1889.

Fire risks taken (no inland),	$919,290.00
Premiums received,	11,085.38
Losses paid,	3,646.40
Losses incurred,	4,094.66

UNION INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, July, 1803.

CHARLES S. HOLLINSHEAD, *President.* JOHN M. COWELL, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$250,000.00
Whole amount of capital actually paid up in cash,	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$160,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,	10,400.00
Interest due on bond and mortgage loans,	150.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS —		
U. S. (new) 4½ p. c. reg., 1891,	$10,000.00	$10,500.00
RAILROAD BONDS —		
B. & O. Park. Br., 6 p. c. coup.,	25,000.00	29,875.00
Steub. & Ind., 5 p. c. reg., 1914,	15,000.00	15,825.00

	Par Value.	Market Value.	
P. & R. c. ster. 6 p. c. cou., 1911,	25,000.00	30,000.00	
Perkiomen 1st m. 5 p. c., 1918,..	13,000.00	13,325.00	
Sha., S. & L., 5 p. c. coup., 1912,	4,000.00	4,000.00	
Phil. & R., gen. m., 4 p. c., 1958,	4,000.00	3,545.00	
Phil. & R. 3d pref. inc. m., 1958,	5,000.00	2,275.00	
Railroad Stocks—			
Little Schuylkill,.....	5,000.00	6,900.00	
Pennsylvania,.....	41,250.00	43,725.00	
North Pennsylvania,.....	6,800.00	12,240.00	
Delaware,.....	1,200.00	1,488.00	
Bank Stocks—			
Philadelphia National,.....	6,800.00	16,864.00	
Farm. & Mech. National,.....	8,800.00	14,168.00	
Miscellaneous—			
Ch. & D. Can. 5 p. c. r. bs., 1916,	15,000.00	11,850.00	
Penn. Can. Co. 6 p.c.cou. b., 1910,	15,000.00	9,150.00	
Am. Steam Co., 6 p. c. coup. bs.,	6,000.00	6,375.00	
Susq. Coal Co. 6 p.c. cou. bs., 1911,	10,000.00	11,800.00	
Penn. Car Trust, ser. C, 5 p. c.,.	2,000.00	2,000.00	
Penn. Car Trust, ser. F, 5 p. c.,.	8,000.00	8,000.00	
New York Car Tr. ser. C, 6 p. c.,	34,000.00	30,600.00	
Del. Mut. Safety Ins. Co. stock,	2,200.00	4,752.00	
Beth. Iron Co., 1st m. 6 p. c., 1894,	2,000.00	2,080.00	
Totals,.....	$265,050.00	$291,337.00	291,337.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Texas & Pacific R. R. Co. stk.,	$40,000	$8,050	$10,000.00	
Phila. & Read. R. R. Co. stk.,	10,000	3,850		
Pennsylvania R. R. Co. stock,	50	53	26.67	
Totals,.....	$50,050	$11,953	$10,026.67	10,026.67
Cash in Company's principal office,.....				4,510.05
Cash in bank,.....				28,368.53
Interest due and accrued on stocks,.....				771.66
Gross premiums in due course of collection,.....				26,777.66
Rents due and accrued,.....				1,300.04
Due for reinsurance,.....				742.50
Assets of the Company at their actual value,.....				$534,384.11

III. LIABILITIES.

Losses adjusted and unpaid,.....	$33,571.63	
Losses reported and unadjusted, ...	13,360.43	
Losses resisted,.....	5,013.70	
Gross amount of unpaid losses,.....	$51,945.76	
Deduct reinsurance,.....	2,996.60	
Net amount of unpaid losses,.....		$48,949.16

Unearned premiums on risks, one year or less,...	$88,618.95	
Unearned premiums on risks, more than one year,	89,595.71	
Unearned premiums on marine risks,...	None.	
Unearned premiums as computed above,.....		178,214.66
Reclaimable on perpetual policies,.....		34,978.69
Commissions and brokerage,.....		3,825.38
Cash dividends to stockholders remaining unpaid,.....		2,414.82
All other demands,.....		1,289.03
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$269,671.74
Capital stock,.....		250,000.00
Surplus beyond all liabilities,.....		14,712.37
Total liabilities, including capital and surplus,.....		$534,384.11

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,.....	$342,295 57	$295,572.23	
Deduct reinsurance, rebate, abatements, and return premiums,..	65,250.21	191,355.90	
Actual cash premiums,....	$277,045.36	$104,216.33	$381,261.69
Notes received for premiums, unpaid,.....	26,784.98	3,832.70	
Interest on mortgages of real estate,.....			400.00
Interest on loans and bonds, and dividends on stocks,.....			17,947.00
Rents,.....			6,828.06
From all other sources,.....			12.67
Deposit premiums received from perpetual risks,		$1,002.60	
Received from calls on capital,.....		74,842.33	
Actual cash income,.....			$406,449.42

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. pd. for losses (inc. $140,113.10 occurring in previous years),..	$168,003.29	$379,659.17	
Deduct salvage and reinsurance,...	15,167.81	186,085.38	
Net amount paid for losses,	$152,835.48	$193,573.79	$346,409.27
Cash dividends,.....			132.31
Commissions and brokerage,.....			64,710.10
Salaries and fees,.....			23,454.31
Taxes,.....			8,899.44
All other payments,.....			52,191.18
Deposit premiums returned on perpetual risks,...		$1,690.47	
Actual cash expenditure,.....			$495,796.61

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$34,687,073	$416,569.13
Written or renewed during the year,	27,978,500	341,740.47
Totals,	$62,655,573	$758,309.60
Deduct those expired and marked off,	30,300,759	363,676.35
In force at the end of the year,	$32,364,814	$394,633.25
Deduct amount reinsured,	2,691,965	33,804.39
Net amount in force,	$29,672,849	$360,828.86

	Marine and Inland.	Premiums.
In force at the end of the year,	Nothing.	None.

Recapitulation of Fire Risks and Premium (including Perpetuals).

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$13,358,287	$177,237.90	1-2	$88,618 95
1888....	Two years,	76,055	835.01	1-4	208.75
1889....		53,332	602.44	3-4	451.84
1887....	Three years,	3,205,125	37,734.61	1 6	6,289.10
1888....		2,831,961	32,255.27	1-2	16,127.63
1889....		2,516,373	29,883.01	5 6	24,902.50
1886....	Four years,	79,250	816.48	1 8	102.06
1887....		81,575	803.58	3-8	301.34
1888....		111,025	1,350.11	5-8	843.82
1889....		50,400	494.42	7-8	432.61
1885....	Five years,	1,202,301	13,747 57	1-10	1,374.75
1886....		1,252,507	14,080.63	3-10	4,224.18
1887....		1,925,444	19,856.01	1-2	9,928.00
1888....		1,707,563	18,047.08	7-10	12,632.90
1889....		1,221,651	13,084.74	9-10	11,776.23
	Perpetual,	1,296,726	38,865.21	90-100	34,978.69
Totals,		$30,969,575	$399,694 07		$213,193.35

Premiums received since the organization of the Company,	$21,405,254.00
Losses paid since the Company organized,	15,634,905.00
Cash dividends declared,	1,876,221.00
Stock dividends declared,	15,000.00
Stock owned by the directors at par value,	20,325.00
Losses incurred during the year (fire, $172,673.17; marine and inland, $262,998.16),	435,671.33
Loaned to stockholders not officers,	10,026.67

Business in Connecticut, 1889.

	Fire.	Marine and Inland.
Fire, marine, and inland risks taken,	$1,001,315.00	None.
Premiums received,	8,494.57	None.
Losses paid,	1,959.17	None.
Losses incurred,	2,606.77	None.

UNION INSURANCE COMPANY,

SAN FRANCISCO, CAL.

Commenced Business, June, 1865.

NATHANIEL T. JAMES, *President.* JAMES D. BAILEY, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$750,000.00
Whole amount of capital actually paid up in cash,...	750,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$125,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		186,250.00
Interest due on bond and mortgage loans,....		154.00
Value of lands mortgaged,.....	$386,670.00	
Buildings (insured for $99,600),.....	151,500.00	
Total,.....	$538,170.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States 4 p. c., con. 1907,..	$30,000.00	$38,100.00
MUNICIPAL BONDS—		
Oakland City, California,.....	19,000.00	22,454.27
Alameda town, "	2,000.00	2,000.00
San José City, "	30,750.00	33,210.00
RAILROAD BONDS—		
Bur., Cedar Rapids & No. 1st m.	23,000.00	22,195.00
Chi., Bur. & Q. 1st m.,.....	25,000.00	32,375.00
Chi. & No. West'n con. s. f.,....	35,000.00	50,400.00
Chi., St. P., M. & O. con. m.,...	25,000 00	30,250.00
Chi., Mil. & St. P. Terminal m.,	25,000 00	26,000.00
Chi., R. I. & Pac. ex. col.,.....	25,000.00	26,781.00
Chi., R. I. & Pac. 1st m.,.....	20,000.00	27,200.00
Del., Lack. & W. 1st m.,.....	2,000.00	2,700.00
L. S. & M. Southern con. m.,....	25,000.00	31,875.00
Michigan Central 1st m.,.....	25,000.00	31,500.00
Met. Elv. (N. Y. C.) 1st m.,.....	15,000.00	17,400.00

	Par Value.	Market Value.	
N. Y. C. & Hudson River, 1st m.,	35,000.00	46,638.00	
Market St. Cable (San Francisco),	40,000.00	50,850.00	
Powell St. Cable (San Francisco),	25,000.00	30,250.00	
Omnibus Cable (San Francisco),.	35,000.00	42,700.00	
MISCELLANEOUS —			
Mortgomery Av.,San Fran. bds.,	120,000.00	24,000 00	
Spring Valley Water Works bds.,	35,000.00	43,575.00	
Contra Costa Water Works, Oakland, Cal., bonds, ...	45,000.00	46,125.00	
Oakland Gaslight, Oak.,Cal.,bds.,	24,000.00	24,530.00	
Totals,.....	$685,750.00	$703,108.27	703,108.27

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Lon., Paris, and American Bank stock,....	$20,000	$20,200	$15,000	
Union National Bank, Oakland, stock,....	1,400	2,450	16,000	
Union Savings Bank, Oakland, stock,....	18,600	24,180		
Totals,.....	$40,000	$46,830	$31,000	31,000.00

Cash in Company's principal office,.....	52,543.91
Cash in bank,.....	
Gross premiums in due course of collection,.....	137,387.01
Bills receivable, not matured, taken for premiums,.....	33,244.65
All other property,.....	3,498.66
Gross assets of the Company,.....	$1,272,186.50
Deduct from above as inadmissible,.....	1,498.66
Assets of the Company at their actual value, ...	$1,270,687.84

III. LIABILITIES.

Losses adjusted and unpaid,.....	$8,535.00	
Losses reported and unadjusted,.....	55,650.65	
Losses resisted,.....	5,400.00	
Gross amount of unpaid losses,.....		$69,585.65
Unearned premiums on risks, one year or less,...	$252,235.15	
Unearned premiums on risks, more than one year,	122,189.18	
Unearned premiums on marine and inland risks,	3,156.26	
Unearned premiums on marine time hull risks,..	44,928.44	
Unearned premiums as computed above,.....		422,509.03
Commissions and brokerage,.....		5,075.00
Unused balances of bills and notes taken in advance for premiums,.....		11,129.23
Cash dividends to stockholders remaining unpaid, ...		10.00
Due for salaries, rent, advertising, etc.,.....		7,407.34

Due for reinsurance,	7,645.03
Special deposits in Oregon in excess of present liability therein,	26,720.00
Total liabilities, except capital,	$550,081.28
Capital stock,	750,000.00
Impairment of capital,	—29,393.44
Total liabilities, including impaired capital,	$1,270,687.84

IV. INCOME DURING THE YEAR.

	Fire	Marine and Inland.	
Premiums received in cash,	$892,497.03	$183,640.99	
Deduct reinsurance, rebate, abatements, and return premiums,	172,751.32	87,641.66	
Actual cash premiums,	$719,745.71	$95,999.33	$815,745.04
Notes received for premiums unpaid,		33,244.65	
Interest on mortgages of real estate,			10,446.39
Interest on loans and bonds, and dividends on stocks,			48,879.36
Rents,			8,460.00
Actual cash income,			$883,530.79

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Am. paid for losses (inc. $59,621.05 occurring in previous years),	$630,547.03	$98,353.95	
Deduct salvage and reinsurance,	112,488.53	28,009.42	
Net amt. paid for losses,	$518,058.50	$70,344.53	$588,403.03
Cash dividends,			29,990.00
Commissions and brokerage,			200,703.56
Salaries and fees,			50,152.59
Taxes,			19,101.06
All other payments,			67,206.24
Actual cash expenditure,			$955,556.48

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$48,214,946	$611,372.11
Written or renewed during the year,	66,932,447	939,051.08
Totals,	$115,147,393	$1,550,423.19
Deduct those expired and marked off,	58,056,096	773,488.73
In force at the end of the year,	$57,091,297	$776,934.46
Deduct amount reinsured,	4,037,647	60,024.41
Net amount in force,	$53,053,650	$716,910.05

	Marine and Inland.	Premiums.
In force at the end of the year,	$790,174.00	$48,084.70

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$36,885,692	$504,470.31	1-2	$252,235.15
1888....	Two years,.....	51,758	287.75	1-4	71.94
1889....		49,381	658.57	3-4	493.92
1887....	Three years,....	3,125,253	38,507.62	1-6	6,417.93
1888....		4,935,856	63,685.68	1-2	31,842.84
1889....		5,186,261	69,820.27	5-6	58,183.55
1886....	Four years,....	.....	.....	...	.....
1887....		.....	.....	...	.....
1888....		.....	.....	...	.....
1889....		16,850	172.40	7 8	150.85
1885....	Five years,....	256,410	3,187.10	1-10	318.71
1886....		355,850	4,999.55	3-10	1,499.87
1887....		472,691	7,418.91	1-2	3,709.45
1888....		668,068	9,157.92	7-10	6,410.55
1889....		1,049,580	14,543.97	9-10	13,089.57
Totals,.....		$53,053,650	$716,910.05		$374,424.33

Premiums received since the organization of the Company,....	$10,275,998.44
Losses paid since the Company organized,.....	5,779,632.98
Cash dividends declared,.....	2,295,000.00
Stock dividends declared,.....	None.
Stock owned by directors at par value,.....	99,600.00
Losses incurred during the year (fire, $519,108.50; marine and inland, $65,759.13),.....	584,867.63

Special deposit elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Oregon,.....	$50,000.00	$23,280.00	$26,720.00

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$707,953.00
Premiums received,.....	7,421.04
Losses paid,.....	12,284.58
Losses incurred,.....	10,660.58

UNITED FIREMEN'S INSURANCE COMPANY,

PHILADELPHIA, PENN.

Commenced Business, April, 1861.

JOSEPH L. CAVEN, *President.* ROBERT B. BEATH, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$300,000.00
Whole amount of capital actually paid up in cash,.....	300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$108,850.00
Loans on bond and mortgage and ground rents (first liens), not more than one year's interest due,.....		603,671.50
Interest due and accrued on bond and mortgage loans,.... ...		11,003.14
Value of premises mortgaged,..... } Buildings (insured for $411,850),..... }	$1,269,000.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL BONDS—		
Phila. city 4 p. c. 1895, ...	$40,000.00	$42,000.00
City of Woonsocket, Dak.,.....	6,000.00	6,300.00
RAILROAD BONDS—		
Northern Central 6 p. c., 1904,..	10,000.00	12,000.00
C. & W. Ind. g. m. 6 p. c., 1932,.	10,000.00	11,900.00
Zanesville & Ohio 6 p. c.,.....	10,000.00	8,000.00
Jack., T. & K. West 6 p. c., 1914,	10,000.00	10,000.00
Toledo Belt Line 5 p. c., 1900-1,	10,000.00	10,000.00
Chattanooga Union 6 p. c.,.....	15,000.00	15,375.00
Oregon Pacific 6 p. c.,.....	10,000.00	8,250.00
McKeesp't & Belle Vernon 6 p. c.,	10,000.00	11,500.00
Atlantic City 5 p. c., ...	20,000.00	20,600.00
RAILROAD STOCKS—		
Continental Pass.,.....	20,000.00	24,000.00
Union Pass.,.....	7,500.00	26,100.00

	Par Value.	Market Value.	
MISCELLANEOUS—			
Mortgage Trust Co. of Penn., 5 p. c.,	10,000.00	10,000.00	
Pennsylvania Equipment Trust 4 p. c., 1895,	10,000.00	9,800.00	
R. E. Title Insurance and Trust Co., Phil., 4½ p. c., bonds,	20,000.00	20,000.00	
Totals,	$218,500.00	$245,825.00	245,825.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Sav., Am. & Mont. R. R. bonds,	$60,000	$48,000	$30,000	
Phil. & Reading R. R. stock,	50,000	19,250	20,000	
People's Pass. Railway Co. stk.,	2,500	6,500		
13th & 15th Sts. Pass. R'y. stk.,	2,500	10,000	6,000	
Totals,	$115,000	$83,750	$56,000	56,000.00

Cash in Company's principal office,	414.56
Cash in bank,	22,161.24
Interest due and accrued on stocks,	1,880.00
Interest due and accrued on collateral loans,	537.76
Gross premiums in due course of collection,	18,344.33
Rents due and accrued,	882.00
Reclaimable on perpetual policies,	2,782.05
Assets of the company at their actual value,	$1,072,351.58

III. LIABILITIES.

Losses adjusted and unpaid,	$9,721.51	
Losses reported and unadjusted,	9,009.48	
Losses resisted,	4,124.00	
Gross amount of unpaid losses,		$22,854.99
Unearned premiums on risks, one year or less,	$90,871.07	
Unearned premiums on risks, more than one year,	58,830.79	
Unearned premiums as computed above,		149,701.86
Reclaimable on perpetual policies,		512,265.49
Commissions and brokerage,		4,596.33
Due for salaries, rent, advertising, etc.,		2,058.45
Taxes,		2,252.64
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except capital and surplus,		$693,729.76
Capital stock,		300,000.00
Surplus beyond all liabilities,		78,621.82
Total liabilities, including capital and surplus,		$1,072,351.58

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$255,577.17	
Deduct reinsurance, rebate, abatement, and return premiums,	33,259.98	
Actual cash premiums,		$222,317.19
Interest on mortgages of real estate,		28,618.52
Interest on loans and bonds, and dividends on stocks,		16,084.02
Deposit premiums received for perpetual risks,	$48,405.16	
Actual cash income,		$267,019.73

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $14,283.83 occurring in previous years),		$157,263.87
Cash dividends,		18,000.00
Commissions and brokerage,		47,030.56
Salaries and fees,		16,227.46
Taxes,		5,932.71
All other payments,		16,059.77
Deposit premiums returned during the year,	$13,970.46	
Actual cash expenditure,		$260,514.37

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$24,044,040	$261,032.25
Written or renewed during the year,	26,341,832	258,111.81
Totals,	$50,385,872	$519,144.06
Deduct those expired and marked off,	22,843,397	224,495.88
In force at the end of the year,	$27,542,475	$294,648.18
Deduct amount reinsured,	1,096,762	10,870.14
Net amount in force,	$26,445,713	$283,778.04

Perpetual Risks.

	Fire.	Deposits.
In force on the 31st day of December of the preceding year,	$22,471,538	$526,921.14
Written or renewed during the year,	2,390,014	53,783.51
Totals,	$24,861,552	$580,704.65
Deduct those expired and marked off,	569,690	15,165.44
In force at the end of the year,	$24,291,862	$565,539.21
Deduct amount reinsured,	13,750	483.75
Net amount in force,	$24,278,112	$565,055.46

Recapitulation of Fire Risks and Premiums (including Perpetuals.)

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$17,859,270	$181,742.14	1-2	$90,871 07
1888....	Two years,.....	43,650	300.33	1-4	150.17
1889...		34,315	335.60	3-4	251.70
1887....	Three years, ...	1,120,921	13,069.49	1 6	2,178.24
1888....		1,327,500	13,778.86	1-2	6,889.43
1889....		1,754,560	19,122.22	5 6	15,935.18
1886....	Four years,....	8,750	87.50	1 8	10.94
1887...		29,050	352.63	3 8	132.24
1888....		43,950	507.63	5-8	317.25
1889...		50,900	429.09	7-8	375.45
1885....	Five years,.....	313,036	4,120.59	1-10	412.06
1886...		400,937	5,632.51	3-10	1,689.75
1887 ...		809,369	9,649.88	1-2	4,824.94
1888....		993,253	11,385.42	7-10	7,969.78
1889....		1,298,002	14,549.00	9-10	13,094.10
	Various,.....	358,250	8,715.15	Various.	4,599.56
	Perpetual,.....	24,278,112	565,055.46	95-100	512,265.49
	Totals,.....	$50,723,825	$848,833.50		$661,967.35

Premiums received since the organization of the Company,....	$1,950,893.43
Losses paid since the organization of the Company,.....	1,232,122.06
Cash dividends paid stockholders,.....	254,506.00
Stock dividends declared,.....	None.
Stock owned by directors at par value,.....	55,060.00
Losses incurred during the year,.....	157,327.59
Loaned to stockholders not officers,.....	6,000.00

Business in Connecticut, 1889.

Fire risks taken (no inland), ...	$524,431.00
Premiums received,.....	4,842.29
Losses paid,.....	2,501.73
Losses incurred,.....	1,442.84

UNITED STATES FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1824.

W. Wilson Underhill, *President.* Walter H. Griffen, *Secretary.*

Attorney in Connecticut, Insurance Commissioner.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,.	$250,000.00
Whole amount of capital actually paid up in cash,.....	250,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,.....		$540,200.00
Interest due and accrued on bond and mortgage loans,.....		3,586.00
Value of lands mortgaged,.....	$475,000.00	
Buildings (insured for $548,450),.....	620,500.00	
Total, ...	$1,095,500.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
United States Bonds—			
United States 4 p. c. reg.,.....	$57,000.00	$72,247.50	72,247.50
Cash in Company's principal office, ...			7,674.59
Cash in bank,.....			246.07
Gross premiums in due course of collection,.....			25,212.69
Rents due and accrued,.....			250.00
All other property,.....			1,987.00
Assets of the Company at their actual value,.....			$651,403.85

III. LIABILITIES.

Losses adjusted and unpaid,.....	$10,833.29	
Losses reported and unadjusted,.....	5,250.00	
Losses resisted,.....	2,400.00	
Gross amount of unpaid losses,.....	$18,483.29	
Deduct reinsurance,.....	750.00	
Net amount of unpaid losses,.....		$17,733.29

Unearned premiums on risks, one year or less, ...	$54,753.04	
Unearned premiums on risks, more than one year,	58,357.09	
Unearned premiums on inland navigation risks, .	12,325.32	
Unearned premiums as computed above, ...		125,435.45
Commissions and brokerage, ...		4,794.00
Return premiums, ...		3,401.00
Cash dividends to stockholders remaining unpaid, ...		186.00
Due for salaries, rent, advertising, etc., ...		1,715.00
Special deposits in other States in excess of present liabilities therein, ...		None.
Total liabilities, except capital and special funds, ...		$153,264.74
Capital stock, ...		250,000.00
Special reserve fund of stockholders, ...		125,000.00
Guaranty surplus fund, ...		123,139.11
Total liabilities, including capital and special funds, ...		$651,403.85

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash, ...	$185,735.39	$29,494.54	
Deduct reinsurance, rebate, abatements, and return premiums, ..	25,883.75	3,162.51	
Actual cash premiums, ...	$159,851.64	$26,332.03	$186,183.67
Interest on mortgages of real estate, ...			29,662.88
Interest on loans and bonds, and dividends on stocks, ...			1,420.69
From all other sources, ...			2.50
Actual cash income, ...			$217,269.74

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $17,126.31 occurring in previous years), ...	$83,014.11	$24,713.77	
Deduct salvage and reinsurance,	3,120.97	386.81	
Net amount paid for losses,	$79,893.14	$24,326.96	$104,220.10
Cash dividends, ...			29,994.25
Commissions and brokerage, ...			46,545.80
Salaries and fees, ...			18,104.80
Taxes, ...			7,628.63
Rent, ...			4,425.00
All other payments, ...			15,035.01
Actual cash expenditure, ...			$225,953.59

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$23,287,262	$189,621.73
Written or renewed during the year,	21,284,499	186,466.23
Totals,	$44,571,761	$376,087.96
Deduct those expired and marked off,	19,123,777	158,753.69
In force at the end of the year,	$25,447,984	$217,334.27
Deduct amount reinsured,	838,095	7,555.61
Net amount in force,	$24,609,889	$209,778.66

	Marine and Inland.	Premiums.
In force at the end of the year,	$725,147	$24,650.64

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889	One year or less,	$12,604,719	$109,506.09	1-2	$54,753.04
1888	Two years,	11,975	103.80	1-4	25.95
1889		25,900	202.05	3-4	151.53
1887	Three years,	2,465,753	18,070.67	1-6	3,011.78
1888		3,837,512	28,677.10	1-2	14,338.55
1889		3,972,723	33,440.33	5-6	27,866.94
1886	Four years,	8,650	86.50	1-8	10.81
1887		20,600	182.35	3-8	68.38
1888		37,750	351.00	5-8	219.37
1889		73,100	852.22	7-8	745.69
1885	Five years,	144,050	1,483.75	1-10	148.37
1886		209,732	2,157.31	3-10	647.19
1887		286,500	2,759.00	1-2	1,379.50
1888		412,300	4,864.03	7-10	3,404.82
1889		498,625	7,042.46	9-10	6,338.21
	Totals,	$24,609,889	$209,778.66		$113,110.13

Premiums received since the organization of the Company,	$3,982,298.00
Losses paid since the Company organized,	2,053,406.00
Cash dividends paid stockholders,	1,699,091.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	49,700.00
Losses incurred during the year (fire, $81,733.12; marine and inland, $23,554.36),	105,287.48

Business in Connecticut, 1889.

Fire risks taken (no inland),	$272,995.00
Premiums received,	2,077.97
Losses paid,	122.07
Losses incurred,	122.07

WESTCHESTER FIRE INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, January, 1870.

GEORGE R. CRAWFORD, *President.* JOHN Q. UNDERHILL, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,.	$300,000.00
Whole amount of capital actually paid up in cash,.....	300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$177,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		377,720.00
Loans on bond and mortgage (first liens), more than one year's interest due (of which $11,000 is in process of foreclosure),		15,000.00
Interest due and accrued on bond and mortgage loans,.....		3,901.37
Value of lands mortgaged,.....	$393,710.00	
Buildings (insured for $398,640),.....	428,440.00	
Total, ...	$822,150.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
STATE BONDS—		
Georgia,.....	$25,000.00	$25,500.00
MUNICIPAL BONDS—		
New York city,.....	150,000.00	154,000.00
Richmond, Va., city,.....	15,000.00	15,300.00
RAILROAD BONDS—		
Oregon Short Line,.....	20,000.00	22,900.00
Richmond & Danville,.....	20,000.00	23,200.00
Central Pacific,.....	25,000.00	25,500.00
Chicago, Burlington & Quincy,..	20,000.00	18,400.00
St. Joseph & Grand Island,.....	20,000.00	20,900.00
Housatonic,.....	20,000.00	21,000.00
RAILROAD STOCKS—		
N. Y., Lackawanna & Western,.	80,000.00	90,000.00
New York & Harlem,.....	60,000.00	150,000.00

	Par Value.	Market Value.	
Rensselaer & Saratoga,.....	50,000.00	90,000.00	
Albany & Susquehanna,.....	40,000.00	66,000.00	
MISCELLANEOUS—			
Metropolitan Ferry Co., ...	20,000.00	20,000.00	
Totals,.....	$565,000.00	$742,700.00	742,700.00
Cash in bank,.....			106,894.46
Gross premiums in due course of collection,.....			98,490.70
Assets of the Company at their actual value,.....			$1,521,706.53

III. LIABILITIES.

Losses adjusted and unpaid,.....	$32,945.16	
Losses reported and unadjusted,.....	36,405.00	
Losses resisted,.....	3,300.00	
Gross amount of unpaid losses,.....	$72,650.16	
Deduct reinsurance,.....	None.	
Net amount of unpaid losses,.....		$72,650.16
Unearned premiums on risks, one year or less,...	$305,187.78	
Unearned premiums on risks, more than one year,	416,987.66	
Unearned premiums on inland risks,.....	1,069.75	
Unearned premiums as computed above,.....		723,245.19
Commissions and brokerage,.....		19,353.83
Special deposits in other States in excess of present liabilities therein,.....		16,182.89
Total liabilities, except capital and surplus,.....		$831,432.07
Capital stock,.....		300,000.00
Surplus beyond all liabilities,.....		390,274.46
Total liabilities, including capital and surplus,.....		$1,521,706.53

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,.....	$980,448.70	$3,300.96	
Deduct reinsurance, rebate, abatement, and return premiums,...	113,120.43	None.	
Actual cash premiums,.....	$867,328.27	$3,300.96	$870,629.23
Interest on mortgages of real estate,.....			21,221.29
Interest on loans and bonds, and dividends on stocks,.....			35,077.46
Rents,.....			2,227.30
Actual cash income,.....			$929,155.28

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amt. paid for losses (inc. $66,058.70 occurring in previous years),..	$500,742.59	$3,535.15	
Deduct salvage and reinsurance,...	32,334.25	None.	
Net amount paid for losses,	$468,408.34	$3,535.15	$471,943.49
Cash dividends,.....			30,000.00
Commissions and brokerage,.....			185,754.75
Salaries and fees,.....			37,433.48
Taxes,.....			21,413.59
All other payments,.....			101,546.76
Actual cash expenditure,.....			$848,092.07

VI. MISCELLANEOUS.

Risks and Premiums.

	Risks.	Premiums.
In force on the 31st day of December of the preceding year,.....	$152,485,878	$1,438,399.72
Written or renewed during the year,.....	100,612,181	978,212.80
Totals,.....	$253,098,059	$2,416,612.52
Deduct those expired and marked off,.....	103,068,638	973,530.17
In force at the end of the year, ...	$150,029,421	$1,443,082.35
Deduct amount reinsured, ...	3,310,867	31,114.43
Net amount in force, ...	$146,718,554	$1,411,967.92

	Marine and Inland.	Premiums.
In force at the end of the year,.....	$74,150	$2,139.50

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$58,414,633	$610,375.57	1-2	$305,187.78
1888....	Two years, ...	349,144	3,319.91	1-4	829.98
1889....		320,177	3,770.50	3 4	2,077.88
1887 ..	Three years, ...	19,505,353	164,626.25	1-6	27,437.71
1888....		22,392,412	182,867.67	1-2	91,433.83
1889....		23,341,386	195,793.01	5-6	163,163.34
1886....	Four years,....	213,874	2,241.14	1-8	280.14
1887....		207,445	1,692.86	3-8	634.82
1888....		192,147	1,818.72	5-8	1,136.70
1889....		232,835	2,532.70	7-8	2,216.11
1885....	Five years,.....	3,623,632	44,313.00	1-10	4,431.30
1886....		3,858,022	44,514.57	3-10	13,354.37
1887....		4,313,603	49,769.57	1-2	24,884.78
1888 ...		4,296,476	48,449.07	7-10	33,914.35
1889....		4,757,921	56,840.38	9-10	51,192 35
Totals,.....		$146,718,554	$1,411,967.92	....	$722,175.44

Premiums received since the organization of the Company,	$13,849,333.15
Losses paid since the Company organized,	7,684,154.04
Cash dividends paid stockholders,	528,000.00
Stock dividends declared,	100,000.00
Stock owned by directors at par value,	87,250.00
Loaned to stockholders not officers,	16,500.00
Losses incurred during the year (fire, $471,943.49; marine and inland, $2,845.04),	474,788.53

Special deposits elsewhere for the exclusive protection of policyholders there : —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,	$25,000.00	$13,164.84	$11,835.16
Virginia,	15,000.00	10,652.27	4,347.73
Totals,	$40,000.00	$23,817.11	$16,182.89

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,641,380.00
Premiums received,	16,729.29
Losses paid,	4,326.34
Losses incurred,	3,799.49

WILLIAMSBURGH CITY FIRE INSURANCE COMPANY,

BROOKLYN, N. Y.

Commenced Business, March, 1853.

MARSHALL S. DRIGGS, *President*. F. H. WAY, *Secretary*.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$250,000.00
Whole amount of capital actually paid up in cash,	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$634,843.90
Loans on bond and mortgage (first liens), not more than one year's interest due,		326,550.00
Interest due and accrued on bond and mortgage loans,		2,645.33
Value of lands mortgaged,	$280,250.00	
Buildings (insured for $264,500),	298,550.00	
Total,	$578,800.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States cur. 6s,.....	$35,000.00	$43,400.00	
Georgia 7 p. c. coupon, gold,....	25,000.00	25,250.00	
MUNICIPAL BONDS—			
Richmond, Va., reg. 4s, 1920,....	12,500.00	12,500.00	
RAILROAD BONDS—			
Third Ave., N. Y., 6 p. c. coup.,	20,000.00	20,000.00	
Forty-sec.& Gr.St.N.Y.7 p.c.cou.,	24,000.00	25,920.00	
Calv.Ceme.Greenpoint & Brook.,.	20,000.00	22,000.00	
RAILROAD STOCKS—			
Grand Street & Newtown,.....	33,000.00	31,350.00	
Dry Dock, East Broadway & Battery, N. Y.,.....	20,000.00	26,000.00	
Central Park, North & East Riv.,	30,000.00	34,500.00	
Dry Dock, East Broadway & Battery R. R., New York, scrip,..	20,000.00	20,800.00	
BANK STOCKS—			
Long Island, Brooklyn,.....	10,000.00	14,000.00	
First National, Brooklyn,.....	4,900.00	18,375.00	
American Loan & Trust Co.,....	10,000.00	12,000.00	
MISCELLANEOUS—			
Peoples Gas L't Co.Brooklyn,stk.,	13,000.00	10,010.00	
Metro.Gas L't Co. Brooklyn, stk.,	5,000.00	4,750.00	
Totals,.....	$282,400.00	$320,855.00	320,855.00

Loan on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Greenwich Ins.Co.,N.Y., stk,..	$250	$500	$350	350.00
Cash in Company's principal office,.....				2,069.65
Cash in bank,.....				29,908.22
Interest due and accrued on stocks and bonds,.....				5,723.02
Interest due and accrued on collateral loan,.....				12.25
Gross premiums in due course of collection,.....				61,004.59
Rents due and accrued,.....				8,557.52
Reinsurance due,.....				792.07
Premiums unpaid (more than three months due),.			$505.60	
Assets of the Company at their actual value,.....				$1,393,311.55

III. LIABILITIES.

Losses adjusted and unpaid,.....	$7,154.55	
Losses reported and unadjusted,.....	24,378.56	
Losses resisted,.....	8,599.20	
Gross amount of unpaid losses,.....	$40,132.31	
Deduct reinsurance,.....	1,220.72	
Net amount of unpaid losses, ...		$38,911.59

Unearned premiums on risks, one year or less,	$181,606.02	
Unearned premiums on risks, more than one year,	256,777.60	
Unearned premiums as computed above,		438,383.62
Commissions and brokerage,		10,862.91
Cash dividends to stockholders remaining unpaid,		30.00
Due for salaries, rent, advertising, etc.,		440.66
Taxes,		3,440.17
Reinsurance,		5,227.25
Special deposits in other States in excess of present liabilities therein,		8,636.68
Total liabilities, except capital, special funds, and surplus,		$505,932.88
Capital stock,		250,000.00
Special reserve fund of stockholders,		280,000.00
Guaranty surplus fund,		280,000.00
Surplus beyond all liabilities,		77,378.67
Total liabilities, including capital, special funds, and surplus,		$1,393,311.55

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$630,928.69	
Deduct reinsurance, rebate, abatement, and return premiums,	96,857.60	
Actual cash premiums,		$534,071.09
Interest on mortgages of real estate,		12,979.06
Interest on loans and bonds, and dividends on stocks,		17,301.98
Rents,		26,571.28
Actual cash income,		$590,923.41

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $42,900.03 occurring in previous years),	$331,724.55	
Deduct salvage and reinsurance,	46,506.81	
Net amount paid for losses,		$285,217.74
Cash dividends,		50,115.00
Commissions and brokerage,		133,298.52
Salaries and fees,		59,771.65
Taxes,		5,096.76
All other payments,		38,160.02
Actual cash expenditure,		$571,659.69

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,.....	$105,876,196	$894,326.26
Written or renewed during the year,.....	79,918,976	634,204.77
Totals,.....	$185,795,172	$1,528,531.03
Deduct those expired and marked off,.....	73,198,783	614,273.46
In force at the end of the year,.....	$112,596,389	$914,257.57
Deduct amount reinsured,.....	6,129,730	64,454.19
Net amount in force,.....	$106,466,659	$849,803.38

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$45,792,835	$363,212.04	1-2	$181,606.02
1888....	Two years,.....	129,594	1,224.76	1-4	306.19
1889....		121,180	864.40	3-4	648.30
1887....	Three years,....	13,828,388	105,101.09	1-6	17,516.85
1888....		16,211,314	118,098.34	1-2	59,049.17
1889....		17,332,719	124,218.50	5-6	103,515.42
1886....	Four years, ...	104,100	1,092.89	1 8	136.61
1887....		108,125	984.67	3-8	369.25
1888....		134,360	1,179.77	5-8	737.35
1889....		241,375	2,085.34	7-8	1,824.67
1885....	Five years,.....	1,733,340	18,251.83	1-10	1,825.18
1886....		2,088,342	22,153.62	3-10	6,646.09
1887....		2,658,526	28,786.96	5-10	14,393.48
1888....		3,109,732	32,323.19	7-10	22,626.23
1889....		2,869,729	30,195.98	9-10	27,176.38
1884....	Seven years,....	3,000	30.00	3-14	6.43
1885....		.....	.....	...	.....
1886....		.....	... .	...	.....
Totals,.....		$106,466,659	$849,803.38	...	$438,383.62

Premiums received since the organization of the Company,....	$11,526,960.86
Losses paid since the Company organized,.....	5,880,622.82
Cash dividends declared,.....	1,152,500.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	74,600.00
Losses incurred during the year,.....	277,654.67

Special deposits elsewhere for the exclusive protection of policy-holders there : —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia, ...	$26,250.00	$21,701.34	$4,548.66
Virginia, ...	12,500.00	8,411.98	4,088.02
Totals, ...	$38,750.00	$30,113.32	$8,636.68

Business in Connecticut, 1889.

Fire risks taken (no inland), ...	$2,699,040.00
Premiums received, ...	23,045.84
Losses paid, ...	3,773.09
Losses incurred, ...	3,773.09

MUTUAL FIRE

INSURANCE COMPANIES

OF OTHER STATES.

ABSTRACTS COMPILED FROM THEIR ANNUAL STATEMENTS
SHOWING THEIR CONDITION ON THE 31ST
DAY OF DECEMBER, 1889.

FITCHBURG MUTUAL FIRE INSURANCE COMPANY,

FITCHBURG, MASS.

Commenced Business, September, 1847.

AMASA NORCROSS, *President.* EDWARD P. DOWNE, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of guaranty capital authorized,.....	None.

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$1,955.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		74,933.00
Interest due and accrued on bond and mortgage loans,.....		1,016.42
Value of lands mortgaged,.....	$47,350.00	
Buildings (insured for $70,990),.....	87,000.00	
Total,.....	$134,350.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
RAILROAD BONDS —		
Boston & Albany,.....	$4,000.00	$4,380.00
Old Colony,.....	5,000.00	5,068.00
Cheshire,.....	9,000.00	9,900.00
Fitchburg,.....	5,000.00	5,037.00
Maine Central,.....	5,000.00	5,062.00
RAILROAD STOCKS —		
Old Colony,.....	2,000.00	3,520.00
Fitchburg,.....	1,000.00	830.00
BANK STOCKS —		
Fitchburg Nat.,.....	1,000.00	1,500.00
Rollstone Nat.,.....	2,000.00	3,000.00
Ashburnham Nat.,.....	10,000.00	10,200.00
MISCELLANEOUS —		
Minn. Thresher Mfg. Co. bonds,.	24,000.00	24,000.00
Kansas Investment Co. bonds,...	10,000.00	10,000.00

C. N. Nelson Lumber Co. bonds,	5,000.00	5,000.00	
Springfield S. Dep. & Tr. Co. st'k,	1,500.00	1,500.00	
Minn. Thresh'r Mfg. Co. pfd. st'k,	11,350.00	11,350.00	
Totals,	$98,850.00	$100,347.00	100,347.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
A. T. & St. Fe R. R. Co. stock,	$1,400	$462	$400	
Simonds Mfg. Co. stock,	4,000	4,000	3,000	
" " "	4,000	4,000	3,200	
Parkhill,	5,000	5,000	5,000	
N. Y. & N. E. R. R. 1 m. bds.,	1,000	1,270	1,000	
Totals,	$15,400	$14,732	$12,600	12,600.00
Personal notes,				42,473.00
Cash in Company's principal office,				554.25
Cash in bank,				5,610.97
Interest due and accrued on stocks and bonds,				1,374.16
Interest due and accrued on collateral loans and personal notes,				1,731.10
Net premiums in due course of collection,				11,981.45
Assets of the Company at their actual value,				$254,576.35

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$2,001.00	
Losses resisted,	None.	
Gross amount of unpaid losses,		$2,001.00
Unearned premiums on all risks,		142,066.18
Cash dividends to policy-holders remaining unpaid,		3,550.00
Due for salaries, rent, advertising, etc.,		375.00
Taxes,		357.61
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except surplus,		$148,349.79
Surplus beyond all liabilities,		106,226.56
Total liabilities, including surplus,		$254,576.35

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$122,019.86	
Deduct reinsurance, rebate, abatements, and return premiums,	None.	
Actual cash premiums,		$122,019.86
Interest on mortgages of real estate,		9,363.45
Interest on loans and bonds, and dividends on stocks,		
Rents,		None.
Actual cash income,		$131,383.31

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (inc. none occurring in previous years),	$53,308.20
Cash dividends paid policy-holders,	36,218.11
Commissions and brokerage,	18,178.59
Salaries and fees,	6,678.80
Taxes,	937.99
All other payments,	6,427.06
Actual cash expenditure,	$121,748.75

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$16,307,275	$257,674.88
Written or renewed during the year,	8,089,822	121,039.93
Totals,	$24,397,097	$378,714.81
Deduct those expired and marked off,	6,215,636	94,582.45
Net amount in force,	$18,181,461	$284,132.36

Premiums received since the organization of the Company,	$2,343,411.50
Losses paid since the Company organized,	1,158,834.16
Losses incurred during the year,	55,309.20

Business in Connecticut, 1889.

Fire risks taken (no inland),	$207,662.00
Premiums received,	2,655.10
Losses paid,	1,000.00
Losses incurred,	1,000.00

HOLYOKE MUTUAL FIRE INSURANCE COMPANY,

SALEM, MASS.

Commenced Business, May, 1843.

CHARLES H. PRICE, *President.* WALTER L. HARRIS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of guarantee capital authorized,.....	$100,000.00
Whole amount of capital actually paid up in cash,.....	100,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$35,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		89,600.00
Interest due and accrued on bond and mortgage loans,.....		1,941.75
Value of lands mortgaged,.....	$139,025.00	
Buildings (insured for $72,500),.....	117,275.00	
Total,.....	$256,300.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
MUNICIPAL AND COUNTY BONDS—		
Marion Co., Ind.,.....	$5,000.00	$5,900.00
Washington Co., Ill.,.....	2,000.00	2,290.00
Boston, Mass., city,.....	5,000 00	5,275.00
Cincinnati, O., city, ...	17,000.00	22,285.00
Cleveland, O., city,.....	5,000.00	5,950.00
Chicago, Ill., city,.....	7,000.00	7,940.00
Chelsea, Mass., city,.....	17,000.00	17,807.50
Evansville, Ind., city,.....	6,000.00	4,800.00
Jeffersonville, Ind., city,.....	7,000.00	8,400.00
Des Moines, Iowa, city,.....	10,000.00	10,450.00
Lynn, Mass., city,.....	8,000.00	8,880 00
Kan. City, Mo., city,.....	6,000.00	6,570.00
Lawrence, Mass., city,.....	5,000.00	5,425.00
Lowell, Mass., city,.....	4,000.00	4,000.00
Milwaukee, Wis., city, ...	5,000.00	5,350.00
Minneapolis, Minn., city,.....	5,000.00	5,587.50

	Par Value.	Market Value.
Omaha, Neb., city,	30,000.00	31,875.00
St. Louis, Mo., city,	5,000.00	5,775.00
St. Paul, Minn., city,	25,000.00	27,700.00
Salem, Mass., city,	10,000.00	10,200.00
RAILROAD BONDS—		
Atchison, Topeka & Santa Fé,	17,400.00	12,729.00
Baltimore & Ohio,	10,000.00	11,950.00
Boston & Lowell,	2,000.00	2,140.00
Chesapeake & Ohio,	10,000.00	11,500.00
Chicago, Burlington & Quincy,	16,500.00	18,315.00
Chicago & Alton,	5,000.00	6,000.00
Chicago & Eastern Illinois,	5,000.00	5,850.00
Chicago & W. Ind.,	8,000.00	9,280.00
Central Pacific,	17,000.00	18,185.00
Quincy & Warsaw,	2,000.00	2,035.00
Central New Jersey,	7,000.00	7,945.00
Bur. & Miss. River, Neb.,	10,000.00	9,050.00
Eastern,	10,000.00	12,400.00
Jack., Lan. & Sag.,	6,000.00	6,300.00
Lehigh Valley,	5,000.00	6,800.00
New York & New England,	15,000.00	18,720.00
No. Western Union,	8,000.00	10,000.00
Terre Haute & So. E.,	5,000.00	5,000.00
Union Pacific,	28,000.00	31,680.00
Consolidated Vermont,	2,000.00	1,740.00
Housatonic,	10,000.00	10,500.00
Kansas City, St. Jo. & C. B.,	5,000.00	6,050.00
Chicago, Bur. & Northern,	10,000.00	10,000.00
East Middx. S. R. Co.,	10,000.00	10,300.00
Kansas City, F. S. & Memphis,	8,000.00	9,200.00
New Haven & Derby,	20,000.00	20,800.00
St. Paul, Minn., & Man.,	12,000.00	12,120.00
Utah & Northern,	10,000.00	10,000.00
RAILROAD STOCKS—		
Old Colony,	3,100.00	5,425.00
Port., Ports. & Saco,	5,000.00	6,300.00
Pittsburg, Ft. Wayne & Chicago,	10,000.00	15,600.00
BANK STOCKS—		
Exchange National, Salem,	4,000.00	4,800.00
First " "	1,000.00	1,300.00
Merchants " "	500.00	650.00
Mercantile " "	3,500.00	4,340.00
Naumkeag " "	4,100.00	5,740.00
Salem " "	14,000.00	18,200.00
Atlantic " Boston,	3,000.00	4,200.00
Republic " "	5,000.00	8,550.00
Blackstone " "	1,500.00	1,650.00
Freeman's National, Boston,	5,000.00	5,200.00
Globe National, Boston,	3,000.00	2,970.00

	Par Value.	Market Value.	
Merchants National, Boston,....	10,000.00	14,500.00	
Revere National, Boston,.....	3,000.00	3,990.00	
Second National, Boston,.....	10,000.00	17,500.00	
Shoe and Leather Nat'l, Boston,	4,000.00	3,760.00	
Beverly National, Beverly,.....	1,000.00	1,450.00	
South Danvers Nat'l, Peabody,..	2,000.00	2,800.00	
First National, Newburyport,...	1,200.00	1,452.00	
MISCELLANEOUS —			
D. & H. Can Co.,.....	5,000.00	7,200.00	
Shelbyville, Ind., Water Co.,....	10,000.00	9,500.00	
Keokuk Water Co.,.....	10,000.00	10,000.00	
Western Union Telegraph Co.,..	5,000.00	5,200.00	
Boston Building, Denver,.....	10,000.00	10,750.00	
Totals,.....	$591,800.00	$672,176.00	672,176.00
Cash in Company's principal office,.....			3,500.92
Cash in bank, ...			8,616.75
Interest due and accrued on stocks and bonds,...			8,445.61
Gross premiums in due course of collection,.....			1,479.42
Note receivable,.....			2,500.00
Assets of the Company at their actual value, ...			$823,260.45

III. LIABILITIES.

Losses due and unpaid,.....	None.	
Losses adjusted, not due,.....	$2,112.00	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....		$2,112.00
Unearned premiums on risks, one year or less,...	$16,614.31	
Unearned premiums on risks, more than one year,	222,072.79	
Unearned premiums as computed above,.....		238,687.10
Commissions and brokerage,.....		261.76
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus, ...		$241,060.86
Guaranty capital,.....		100,000.00
Surplus beyond all liabilities, ...		482,199.59
Total liabilities, including capital and surplus,.....		$823,260.45

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$142,318.18	
Deduct reinsurance, rebate, abatement, and return premiums,.....	3,300.03	
Actual cash premiums,.....		$139,018.15
Interest on mortgages of real estate,.....		4,940.14
Interest on loans and bonds, and dividends on stock, ...		36,347.13
Rents,.....		1,958.45
Actual cash income,.....		$182,263.87

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $825.00, occurring in previous years),	$64,623.94
Cash dividends paid stockholders,	7,000.00
* Scrip or certificates of profits redeemed,	50,416.56
Commissions and brokerage,	21,277.41
Salaries and fees,	11,798.34
Taxes,	1,471.41
All other payments,	16,646.32
Actual cash expenditure,	$173,233.98

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$30,803,122.35	$434,316.94
Written or renewed during the year,	10,175,194.50	143,285.58
Totals,	$40,978,316.85	$577,602.52
Deduct those expired and marked off,	8,224,934.85	113,001.03
In force at the end of the year,	$32,753,382.00	$464,601.49

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$2,814,790.96	$33,228.63	1-2	$16,614.31
1888....	Two years,	.....	.....	1-4	.....
1889....		.....	.....	3 4	.....
1887....	Three years, ...	2,323,361.55	42,558.34	1-6	7,093.05
1888....		2,559,500.26	40,230.94	1-2	20,115.47
1889....		2,623,083.31	35,335.34	5-6	29,446.12
1886....	Four years, ...	.....	.....	1-8	.....
1887....		.....	.....	3-8	.....
1888....		.....	.....	5-8	.....
1889....		.....	.....	7-8	.....
1885....	Five years,....	3,591,646.44	50,063.56	1-10	5,006.35
1886....		4,082,015.53	56,744.72	3-10	17,023.41
1887....		5,167,323.90	70,302.86	1-2	35,151.43
1888....		5,105,107.61	71,432.16	7-10	50,002.51
1889....		4,486,552.44	64,704.94	9-10	58,234.45
Totals,		$32,753,382.00	$464,601.49		$238,687.10

Losses paid since the Company organized,	$1,517,983.32
Stock owned by the directors at par value,	26,900.00
Losses incurred during the year,	65,910.94

Business in Connecticut, 1889.

Fire risks taken (no inland),	$641,587.00
Premiums received,	6,640.14
Losses paid,	4,666.02
Losses incurred,	4,666.02

* Supposed to *mean* dividends paid policy-holders.

MERCHANTS AND FARMERS MUTUAL FIRE INSURANCE CO.,

WORCESTER, MASS.

Commenced Business, January, 1847.

JOHN D. WASHBURN, *President.* ELIJAH B. STODDARD, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of guarantee capital authorized,.....	None.

II. ASSETS.

Value of real estate owned by the Company unencumbered,...		$30,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,.....		122,650.00
Value of lands mortgaged,.....	$142,660.00	
Buildings (insured for $136,500),.....	204,863.00	
Total,..... ...	$347,523.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
MUNICIPAL BONDS—			
City of Lawrence,.....	$20,000.00	$23,000.00	
RAILROAD BONDS—			
Providence & Worcester,.....	25,000.00	30,000.00	
Worcester, Nashua & Rochester,	500.00	542.50	
Chicago, Kansas & Western,....	1,500.00	1,500.00	
Chicago, Santa Fe & Cal.,.....	10,000.00	10,000.00	
A., T. & Santa Fe,.....	500.00	500.00	
Eastern of Minn.,.....	5,000.00	5,000.00	
RAILROAD STOCKS—			
Atchison, Topeka & Santa Fe.,..	6,000.00	3,000.00	
Chicago & Alton,.....	5,000.00	7,050.00	
Worcester & Nashua, ...	2,900.00	3,770.00	
Chicago, Bur. & Quincy,.....	2,500.00	2,700.00	
Boston & Albany,.....	2,500.00	5,450.00	
Providence & Worcester, ...	3,400.00	8,840.00	
Union Pacific,.....	5,000.00	3,500.00	
BANK STOCKS—			
Central,.....	2,000.00	3,000.00	
Westminster,.....	2,000.00	2,000.00	
Wachusett, ...	2,500.00	5,125.00	
Mechanics,.....	1,300.00	1,625.00	
Quinsigamond,.....	2,500.00	3,125.00	
Totals,.....	$100,100.00	$119,727.50	119,727.50

Cash in bank,		13,701.43
Interest accrued on stocks and mortgages,		4,000.00
Gross premiums in due course of collection,		7,292.31
Premium notes liable to assessment,	$319,129.03	
Assets of the Company at their actual value,		$297,371.24

III. LIABILITIES.

Losses adjusted and unpaid,	$8,000.00	
Losses reported and unadjusted,	6,096.00	
Losses resisted,	None.	
Gross amount of unpaid losses,		$14,096.00
Unearned premiums on all risks,		159,564.51
Commissions and brokerage,		958.84
Cash dividends to policy-holders remaining unpaid, (est.),		2,500.00
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except surplus,		$177,119.35
Surplus beyond all liabilities,		120,251.89
Total liabilities, including surplus,		$297,371.24

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$89,117.17	
Deduct reinsurance, rebate, abatement, and return premiums,	2,540.90	
Actual cash premiums,		$86,576.27
Interest on mortgages of real estate,		6,969.73
Interest on loans and bonds, and dividends on stocks,		6,186.32
Rents,		1,117.00
Actual cash income,		$100,849.32

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (inc. none occurring in previous years),	$44,411.19
Cash dividends paid policy-holders,	30,640.96
Commissions and brokerage,	12,979.62
Salaries and fees,	7,428.92
Taxes,	1,676.27
All other payments,	2,891.21
Actual cash expenditure,	$100,028.17

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$20,868,150	$306,547.74
Written or renewed during the year,	6,293,437	88,157.80
Totals,	$27,161,587	$394,705.54
Deduct those expired and marked off,	5,488,152	75,576.51
Net amount in force,	$21,673,435	$319,129.03

Losses paid since the Company organized,	$1,592,328.16
Losses incurred during the year,	54,153.51

Business in Connecticut, 1889.

Fire risks taken (no inland),	$602,286.00
Premiums received,	5,907.15
Losses paid,	1,956.43
Losses incurred,	1,956.43

QUINCY MUTUAL FIRE INSURANCE COMPANY,

QUINCY, MASS.

Commenced Business, May, 1851.

CHARLES A. HOWLAND, *President.* WM. H. FAY, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of guarantee capital authorized,	None.

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$15,000.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		72,050.00
Value of lands mortgaged,	$55,300.00	
Buildings (insured for $57,700),	71,700.00	
Total,	$127,000.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
BANK STOCKS—		
Manufacturers' National; Boston,	$20,000.00	$21,000.00
Merchants " "	4,000.00	5,880.00
Third " "	37,000.00	38,850.00
State " "	3,500.00	4,375.00
North " "	10,000.00	13,900.00
Washington " "	6,600.00	8,250.00
Second " "	7,000.00	12,250.00

	Par Value.	Market Value.	
Blackstone National, Boston,....	4,500.00	4,995.00	
First " "	5,000.00	12,100.00	
Revere " "	3,700.00	4,588.00	
Hamilton " "	5,000.00	6,100.00	
Continental " "	4,600.00	5,612.00	
Redemption " "	7,500.00	10,125.00	
Market " "	2,500.00	2,500.00	
Rockland " "	8,800.00	13,024.00	
Mt. Wollaston " Quincy, ...	22,900.00	32,060.00	
Granite " "	9,400.00	11,750.00	
Wachusett " Fitchburg,..	5,000.00	10,000.00	
Hingham " Hingham,...	4,480.00	4,800.00	
First " S. Weym'h,	4,800.00	6,000.00	
Union " "	7,700.00	8,470.00	
Quinsigamond, " Worcester, ..	1,000.00	1,100.00	
Brockton " Brockton, ...	5,000.00	5,750.00	
Plymouth " Plymouth,..	2,900.00	3,335.00	
First " W. Newton,	2,500.00	2,500.00	
RAILROAD BONDS —			
East Middlesex Street, 6 p. c.,...	10,000.00	10,000.00	
RAILROAD STOCKS —			
Old Colony,.....	1,100.00	1,870.00	
Boston & Lowell,.....	30,000.00	49,500.00	
Quincy Street,.....	800.00	800.00	
MISCELLANEOUS —			
Citizens Gas Light Co. stock,....	4,500.00	4,500.00	
Lawrence Duck Co. stock,.....	17,800.00	17,800.00	
Hingham Cordage Co. stock,....	10,700.00	10,700.00	
Totals, ...	$270,280.00	$344,484.00	344,484.00

Loans on Collateral.

	Market Val.	Amt. Loaned.	
Decatur City Water Co. bonds,....	$13,000.00	$10,000.00	
N. E. Dressed Meat & Wool Co., with good endorsement, ...	37,500.00	23,000.00	
Leather goods stored in warehouse, Boston — also a note,.....	10,919.64	10,000.00	
Leather goods stored in warehouse, Boston — also a note,.....	8,469.41	8,000.00	
Eastern Railroad stock,.....	9,800.00		
Kansas & Ft. Scott R. R.,.....	7,500.00		
Conn. & Pass. R. R. pfd. stock,...	11,600.00		
Mass. Valley R. R. stock,.....	2,970.00	52,500.00	
American Bell Telephone Co. stk.,.	20,300.00		
Vt. R. R. con. bond, ...	880.00		
Chic., W. Mich. R. R. bond,.....	900.00		
Totals,.....	$123,839.05	$103,500.00	103,500.00
All other cash loans,.....			11,000.00
Cash in Company's principal office,.....			300.00
Cash in bank,.....			25,531.20

Interest due and accrued on stocks and other investments,	3,823.00
Rents due and accrued,	212.50
Net premiums in the hands of agents in course of transmission,	10,359.77
Assets of the Company at their actual value,	$586,260.47

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$13,375.00	
Losses resisted,	None.	
Gross amount of unpaid losses,		$13,375.00
Unearned premiums on all risks,		230,427.31
Return premiums and dividends,		6,000.00
Taxes,		200.00
All other demands,		756.76
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except surplus,		$250,759.07
Surplus beyond all liabilities,		331,501.40
Total liabilities, including surplus,		$582,260.47

IV. INCOME DURING THE YEAR.

Premiums received in cash,		$125,582.45
Interest on mortgages of real estate,		4,711.63
Interest on loans and bonds, and dividends on stocks,		19,625.04
Rents,		443.33
From all other sources,		317.84
Amount of deposit notes received during the year,	$126,818.19	
Actual cash income,		$150,680.29

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses,	$54,682.44
Commissions and brokerage,	19,716.38
Salaries and fees,	10,489.98
Taxes,	2,193.70
Cash dividends paid policy-holders,	54,841.89
All other payments,	6,313.86
Actual cash expenditure,	$148,238.25

VI. MISCELLANEOUS.

Risks and Premiums.

	Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$31,369,797	$456,511.56
Written or renewed during the year,	8,584,561	126,818.19
Totals,	$39,954,358	$583,329.75
Deduct those expired and marked off,	8,328,672	122,475.14
In force at the end of the year,	$31,625,686	$460,854.61

Amount of deposit notes liable to assessment, received on outstanding risks,	$460,854.61
Losses incurred during the year,	66,130.69

Business in Connecticut, 1889.

Fire risks taken,	$200,682.00
Cash premiums received,	2,589.68
Deposit notes received,	2,589.68
Losses paid,	878.17
Losses incurred,	878.17

U. S. BRANCHES OF THE

Fire and Fire & Marine

INSURANCE COMPANIES

OF OTHER COUNTRIES.

ABSTRACTS COMPILED FROM THEIR ANNUAL STATEMENTS, SHOWING THEIR CONDITION ON THE 31ST DAY OF DECEMBER, 1889.

UNITED STATES BRANCH OF THE BRITISH AMERICA ASSURANCE COMPANY,

TORONTO, CANADA.

Admitted to the United States, July, 1874.

United States Manager, JOHN MORISON, Toronto, Canada.

Trustees — WILLIAM A. BOOTH AND WILLIAM H. GUION, of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS —			
United States, 4 p. c., 1907,	$275,000.00	$350,625.00	
United States, 6 p. c., 1896,	30,000.00	35,550.00	
United States, 4½ p. c., 1891,	25,000.00	26,312.50	
Ohio, 3 p. c., 1891,	100,000.00	102,000.00	
Georgia, 4½ p. c., 1915,	25,000.00	26,250.00	
MUNICIPAL BONDS —			
City of Toronto deb. 4 p. c.,	50,126.67	51,129.20	
RAILROAD STOCKS —			
Chicago & North-West, 6 p. c.,	10,000.00	11,100.00	
RAILROAD BONDS —			
Chicago & North-West, 5 p. c.,	20,000.00	22,200.00	
Bur., Cedar Rapids & N., 5 p. c.,	10,000.00	9,650.00	
Chi., Bur. & Quincy, 5 p. c.,	30,000.00	31,350.00	
N. Y. & W. Shore 1st mtg., 4 p. c.,	35,000.00	36,575.00	
Totals,	$610,126.67	$702,741.70	$702,741.70
Cash in bank,			67,131.21
Interest due and accrued on stocks,			4,665.03
Gross premiums in due course of collection,			91,590.28
Premiums unpaid (more than three months due),		$450.08	
Assets of the Company at their actual value,			$866,128.22

III. LIABILITIES.

Losses adjusted and unpaid,	$13,299.27	
Losses reported and unadjusted,	19,860.67	
Losses resisted,	6,975.00	
Gross amount of unpaid losses,	$40,134.94	
Deduct reinsurance,	1,341.95	
Net amount of unpaid losses,		$38,792.99
Unearned premiums on risks, one year or less,	$224,658.38	
Unearned premiums on risks, more than one year,	153,725.86	
Unearned premiums on inland navigation risks,	16,812.54	
Unearned premiums as computed above,		395,196.78
Commissions and brokerage,		16,963.29
Return premiums,		6,179.25
Special deposits in other States in excess of present liabilities therein,		117,668.62
Total liabilities, except statutory deposit and surplus,		$574,800.93
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		91,327.29
Total liabilities, including deposit and surplus,		$866,128.22

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$616,886.50	$70,394.70	
Deduct reinsurance, rebate, abatements, and return premiums,	69,471.21	9,919.34	
Actual cash premiums,	$547,415.29	$60,475.36	$607,890.65
Interest on bonds, and dividends on stocks,			27,436.19
Actual cash income,			$635,326.84

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $75,630.10 occurring in previous years),	$394,310.52	$39,836.57	
Deduct salvage and reinsurance,	20,308.62	4,223.99	
Net amount paid for losses,	$374,001.90	$35,612.58	$409,614.48
Commissions and brokerage,			126,226.44
Salaries and fees,			13,225.72
Taxes,			16,342.59
All other payments,			25,081.05
Remitted home office,		$25,113.30	
Actual cash expenditure,			$590,490.28

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$60,173,052	$756,985.44
Written or renewed during the year,	40,984,617	625,334.06
Totals,	$101,157,669	$1,382,319.50
Deduct those expired and marked off,	40,325,099	612,743.46
In force at the end of the year,	$60,832,570	$769,576.04
Deduct amount reinsured,	1,108,966	16,943.92
Net amount in force,	$59,723,604	$752,632.12

	Marine and Inland.	Premiums.
In force at the end of the year,	$1,280,220.00	$33,625.07

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$33,727,933	$449,316.76	1-2	$224,658.38
1888....	Two years,	119,113	1,222.45	1-4	305.61
1889....		80,288	973.33	3-4	730.00
1887....	Three years,	5,482,607	61,304.98	1-6	10,217.49
1888....		5,671,814	64,810.30	1-2	32,405.15
1889....		5,921,827	66,533.70	5-6	55,444.75
1886....	Four years,	71,742	737.65	1-8	92.20
1887....		66,650	805.27	3-8	301.97
1888....		158,750	1,570.51	5-8	981.57
1889....		119,275	1,178.00	7-8	1,030.75
1885....	Five years,	1,431,019	18,378.68	1-10	1,837.86
1886....		1,935,194	22,541.59	3-10	6,762.47
1887....		1,747,091	22,089.69	1-2	11,044.84
1888....		1,728,669	22,405.45	7-10	15,683.81
1889....		1,461,632	18,763.76	9-10	16,887.39
Totals,		$59,723,604	$752,632.12		$378,384.24

Premiums received in U. S. since the admission of the Company,	$8,145,684.01
Losses paid in U. S. since the admission of the Company,	5,152,171.98
Losses incurred during the year (fire, $341,622.74; marine and inland, $35,174.24),	376,796.98

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,	$26,250.00	$7,621.74	$18,628.26
Ohio,	102,000.00	23,005.49	78,994.51
Virginia,	26,312.50	6,266.65	20,045.85
Totals,	$154,562.50	$36,893.88	$117,668.62

Business in Connecticut, 1889.

Fire risks taken (no inland),	$918,589.00
Premiums received,	11,002.72
Losses paid,	2,826.66
Losses incurred,	2,826.66

UNITED STATES BRANCH OF THE CITY OF LONDON FIRE INSURANCE COMPANY (LIMITED),

LONDON, ENGLAND.

Admitted to the United States, 1881.

Resident Manager, JOHN C. PAIGE, Boston, Mass.

Trustees — CHARLES FRANCIS CHOATE, OLIVER AMES, and REUBEN EDSON DEMMON, all of Massachusetts.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
U. S. 4 p. c., reg., con., 1907,	$200,000.00	$252,000.00	
U. S. 4 p. c., reg., con., 1907,	150,000.00	189,000.00	
RAILROAD BONDS—			
Ch., B. & Q. deb., 1913, 5 p. c.,	50,000.00	53,750.00	
S. Kan. 1st m., 1926, gold, 5 p. c.,	52,000.00	42,900.00	
Old Colony reg., 1938, 4 p. c.,	50,000.00	54,250.00	
Fitchburg, 1908, 5 p. c.,	24,000.00	26,160.00	
Totals,	$526,000.00	$618,060.00	$618,060.00
Cash in hands of trustees,			2,137.51
Cash in bank,			17,505.09

Interest due and accrued on bonds,		4,500.00
Gross premiums in due course of collection,		71,545.70
Due for reinsurance,		953.81
Premiums unpaid (more than three months due),	$10,321.97	
Assets of the Company at their actual value,		$714,702.11

III. LIABILITIES.

Losses adjusted and unpaid,	$21,060.04	
Losses reported and unadjusted,	19,035.19	
Losses resisted,	6,100.00	
Gross amount of unpaid losses,	$46,195.23	
Deduct reinsurance,	314.86	
Net amount of unpaid losses,		$45,880.37
Unearned premiums on risks, one year or less,	$213,032.92	
Unearned premiums on risks, more than one year,	108,217.73	
Unearned premiums as computed above,		321,250.65
Commissions and brokerage,		14,696.52
Return premiums,		1,993.37
Reinsurance,		1,499.45
All other liability,		1,383.50
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except statutory deposit and surplus,		$386,703.86
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		127,998.25
Total liabilities, including deposit and surplus,		$714,702.11

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$639,208.23	
Deduct reinsurance, rebate, abatement, and return premiums,	136,540.09	
Actual cash premiums,		$502,668.14
Interest on bonds,		22,300.00
Received from home office,	$80,706.25	
Actual cash income,		$524,968.14

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including losses occurring in previous years),	$481,315.80	
Deduct salvage and reinsurance,	34,206.51	
Net amount paid for losses,		$447,109.29
Commissions and brokerage,		95,967.14
Salaries and fees,		33,436.76
Taxes,		19,173.47
All other payments,		35,972.03
Remitted home office,	Nothing.	
Actual cash expenditure,		$631,658.69

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$51,487,313.00	$685,092.21
Written or renewed during the year,	50,056,686.02	630,726.79
Totals,	$101,543,999.02	$1,315,819.00
Deduct those expired and marked off,	51,314,931.02	654,540.97
In force at the end of the year,	$50,229,068.00	$661,278.03
Deduct amount reinsured,	1,995,380.00	29,641.99
Net amount in force,	$48,233,688.00	$631,636.04

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$32,648,255	$426,065.84	1-2	$213,032.92
1888....	Two years,	175,352	1,963.42	1-4	490.85
1889....	Two years,	133,521	1,476.68	3-4	1,107.51
1887....	Three years,	2,712,037	38,990.70	1-6	6,498.45
1888....	Three years,	3,157,018	41,923.21	1-2	20,961.61
1889....	Three years,	3,408,219	45,258.13	5-6	37,715.09
1886....	Four years,	72,713	727.00	1-8	90.87
1887....	Four years,	86,396	853.19	3-8	319.95
1888....	Four years,	158,012	1,445.00	5-8	903.12
1889....	Four years,	104,023	1,295.15	7-8	1,133.26
1885....	Five years,	705,489	9,457.85	1 10	945.79
1886....	Five years,	703,773	10,194 49	3-10	3,058.35
1887....	Five years,	1,589,520	20,	1-2	10,327.91
1888....	Five years,	1,461,812	17,	7-10	12,360.71
1889....	Five years,	1,117,548	13,0.1	9-10	12,304.26
Totals,		$48,233,688	$631,636.(	.	$321,250.65

Premiums received in U. S. since the admission of the Co	$4,281,868.96
Losses paid in U. S. since the admission of the Company,	2,886,580.61
Losses incurred during the year,	'36,642.76

Business in Connecticut, 1889.

Fire risks taken (no inland),	
Premiums received,	
Losses paid,	
Losses incurred,	

UNITED STATES BRANCH OF THE COMMERCIAL UNION ASSURANCE COMPANY (LIMITED),

LONDON, ENGLAND.

Admitted to the United States, January, 1871.

Resident Manager — CHARLES SEWELL, Corner William and Pine Streets, New York City.

Trustees — GEORGE SULLIVAN BOWDOIN, STEPHEN VAN RENSSELAER CRUGER, JOHN TAYLOR TERRY, DAVID AMES WELLS.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$815,250 63

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 p. c. reg.,	$750,000.00	$945,000.00	
RAILROAD BONDS—			
Chicago & Northwestern 5 p. c.,	50,000.00	54,000.00	
Chicago & Northwestern 7 p. c.,	50,000.00	72,000.00	
Chic., Bur. & Quincy 5 p. c.,	100,000.00	106,000.00	
Chic., Rock Island & Pac. 6 p. c.,	60,000.00	77,700.00	
West Shore guar. 4 p. c.,	50,000.00	52,000.00	
N. Y. C. & H. R. 7 p. c.,	30,000.00	39,000.00	
Michigan Central 1st m. 5 p. c.,	40,000.00	45,200.00	
Totals,	$1,130,000.00	$1,390,900.00	1,390,900.00

Cash in Company's principal office,	82 89
Cash in bank,	248,680.66
Interest due and accrued on bonds,	8,266.68
Interest due and accrued on bank deposits,	17.76
Gross premiums in due course of collection,	415,776.91

Bills receivable, not matured, taken for premiums,	5,170.00
Rents due and accrued,	6,839.17
Reinsurance due,	3.33
Assets of the Company at their actual value,	$2,890,988.09

III. LIABILITIES.

Losses adjusted and unpaid,	$185,019.71	
Losses reported and unadjusted,		
Losses resisted,	11,222.66	
Gross amount of unpaid losses,	196,242.37	
Deduct reinsurance,	8,425 00	
Net amount of unpaid losses,		$187,817.37
Unearned premiums on risks, one year or less,	$882,796.53	
Unearned premiums on risks, more than one year,	749,219.54	
Unearned premiums as computed above,		1,632,016.07
Reclaimable on perpetual policies,		449.82
Commissions and brokerage,		58,832.96
Due for salaries, rent, advertising, etc.,		2,083.33
Special deposits in other States in excess of present liabilities therein,		165,458.96
Total liabilities, except statutory deposit and surplus,		$2,046,658.51
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		644,329.58
Total liabilities, including deposit and surplus,		$2,890,988.09

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$2,630,603.81	$233,109.35	
Deduct reinsurance, rebate, abatements, and return premiums,	458,181.04	14,977.94	
Actual cash premiums,	$2,172,422.77	$218,131.41	$2,390,554.18
Interest on bonds,			61,425.00
Interest on bank deposits,			2,354.81
Rents,			12,130.20
Deposit premiums received from perpetual risks,		$449.82	
Received from home office,		108,283.72	
Actual cash income,			$2,466,464.19

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (incl. $238,951.63 occurring in prev. years),	$1,615,853.53	$216,359.15	
Deduct salvage and reinsurance,	91,204.28	18,142.09	
Net amount paid for losses,	$1,524,649.25	$198,217.06	$1,722,866.31

Commissions and brokerage,		469,711.27
Salaries and fees,		124,158.80
Taxes,		54,218.03
All other payments,		137,508.53
Remitted home office,	$108,866.06	
Actual cash expenditure,		$2,508,462.94

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$304,600,801	$3,081,673.55
Written or renewed during the year,	260,455,308	2,666,562.94
Totals,	$565,056,109	$5,748,236.49
Deduct those expired and marked off,	247,815,293	2,546,530.43
In force at the end of the year,	$317,240,816	$3,201,706.06
Deduct amount reinsured,	3,178,526	35,943.71
Net amount in force,	$314,062,290	$3,165,762.35

	Marine and Inland.	Premiums.
In force at the end of the year,	None.	Nothing.

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$153,310,702	$1,765,593.06	1-2	$882,796.53
1888....	Two years, ...	4,786,080	35,077.92	1-4	8,769.48
1889....		752,440	5,928.24	3-4	4,446.18
1887....	Three years, ...	26,309,325	229,595.21	1-6	38,265.87
1888....		35,826,977	277,308.85	1-2	138,654.42
1889....		38,665,345	308,541.75	5-6	257,118.10
1886....	Four years,....	491,074	4,223.22	1-8	527.90
1887....		1,660,965	8,450.62	3-8	3,168.99
1888....		2,213,296	13,898.78	5-8	8,686.75
1889....		778,672	7,500.74	7-8	6,563.15
1885 ...	Five years, ...	6,604,111	64,604.70	1-10	6,460.47
1886....		9,179,574	92,888.87	3 10	27,866.66
1887....		10,723,015	105,036.32	1-2	52,518.16
1888....		11,598,592	123,029.18	7-10	86,120.43
1889....		10,727,822	117,448.54	9-10	105,703.69
	Over five years,	434,300	6,636.35	...	4,349.29
	Perpetual,.....	22,300	473.50	...	.....
	Totals,.....	$314,084,590	$3,166,235.85	...	$1,632,016.07

Premiums received in U. S. since the admission of the Company,	$24,722,966.26
Losses paid in U. S. since the admission of the Company,.....	14,722,855.06
Losses incurred during the year (fire, $1,293,583.84; marine and inland, $229,530.01),	1,523,113.85

Special deposits elsewhere for the exclusive protection of policy holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,	$126,000.00	$52,569.34	$73,430.66
Virginia,	63,000.00	33,758.40	29,241.60
Georgia,	31,500.00	18,683.30	12,816.70
Oregon,	63,000.00	13,030.00	49,970 00
Totals,	$283,500.00	$118,041.04	$165,458.96

Business in Connecticut, 1889.

Fire risks taken (no inland),	$3,384,544.00
Premiums received,	31,237.15
Losses paid,	16,457.99
Losses incurred,	15,424.59

UNITED STATES BRANCH OF THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY,

LONDON, ENGLAND.

Admitted to the United States, September, 1872.

Resident Manager—HENRY E. BOWERS, No. 54 William Street, New York City.

Trustees—JAMES MANSELL CONSTABLE, RICHARD IRVIN, JR., ALFRED MILLER HOYT, ADRIAN ISELIN, JR., JAMES A. ROOSEVELT, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amt. deposited in U. S. for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$70,000.00
Interest accrued on bond and mortgage loans,		661 25
Value of lands mortgaged,	$101,000.00	
Buildings (insured for $59,000),	64,000.00	
Total,	$165,000.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States, 1907, 4 p. c.,	$800,000.00	$1,014,000.00	
RAILROAD BONDS—			
N. Y., Lac. & West'n, 1st, 6 p. c.,	50,000.00	66,500.00	
Oswego & Syracuse construction, 5 p. c.,	50,000.00	54,625.00	
Buffalo & Erie 1st m., 7 p. c.,	50,000.00	59,125.00	
Long Island 1st con. m., 5 p. c.,	50,000.00	57,750.00	
N.Y., Chic. & St. L. 1st m., 4 p. c.	50,000.00	46,500.00	
Brooklyn & Montauk 2d m., 5 p. c.	25,000.00	27,000.00	
Totals,	$1,075,000.00	$1,325,500.00	1,325,500.00
Cash in bank,			61,107.45
Interest due and accrued on bonds,			12,020.84
Gross premiums in due course of collection,			51,164.55
Rents due and accrued,			566.67
Premiums unpaid (more than three months due),	$10,744.13		
Assets of the Company at their actual value,			$1,521,020.76

III. LIABILITIES.

Losses adjusted and unpaid,	$33,956.42	
Losses reported and unadjusted,	31,065.48	
Losses resisted,	1,500.00	
Gross amount of unpaid losses,		$66,521.90
Unearned premiums on risks, one year or less,	$293,143.51	
Unearned premiums on risks, more than one year,	382,713.47	
Unearned premiums as computed above,		675,856.98
Commissions and brokerage,		3,759.73
Due for salaries, rent, advertising, etc.,		3,624.09
Taxes,		6,701.47
Return premiums,		205.04
Special deposits in other States in excess of present liabilities therein,		229,797.96
Total liabilities, except statutory deposit and surplus,		$986,467.17
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		334,553.59
Total liabilities, including deposit and surplus,		$1,521,020.76

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$985,339.53	
Deduct reinsurance and return premiums,	142,046.18	
Actual cash premiums,		$843,293.35
Interest on mortgages,		3,150.00

Interest on bonds,		28,940.14
Rents,		2,150.00
From all other sources,		18,000.00
Received from home office,	Nothing.	
Actual cash income,		$895,533.49

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $40,086.47 occurring in previous years),	$498,466.48	
Deduct salvage and reinsurance,	12,887.45	
Net amount paid for losses,		$485,579.03
Commissions and brokerage,		176,741.60
Salaries and fees,		96,036.23
Taxes,		23,791.89
All other payments,		84,671.09
Remitted home office,	$18,000.00	
Actual cash expenditure,		$866,819.84

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$130,357,716.18	$1,157,719.78
Written or renewed during the year,	117,075,906.89	993,023.04
Totals,	$247,433,623.07	$2,150,742.82
Deduct those expired and marked off,	98,815,419 66	880,768.23
In force at the end of the year,	$148,618,203.41	$1,269,974.59
Deduct amount reinsured,	2,833,692.00	16,919.01
Net amount in force,	$145,784,511.41	$1,253,055.58

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$60,370,581.65	$586,287.02	1-2	$293,143.51
1888....	Two years,	572,245.89	3,655 52	1-4	913.88
1889....		474,863.42	3,997.42	3-4	2,998.06
1887....	Three years,	11,363,234.62	98,015.71	1-6	16,335.95
1888....		20,993,707.95	142,000.29	1-2	71,000.14
1889....		26,974,274.46	173,212.51	5-6	144,343.76
1886....	Four years,	268,500.00	2,456.83	1-8	307.10
1887....		236,838.00	2,122 94	3 8	792.35
1888....		587,222.50	3,635.97	5 8	2,272.49
1889....		445,100.00	3,343.80	7 8	2,925.82
1885....	Five years,	3,454,335.20	34,428.63	1-10	3,442.86
1886....		4,661,580.08	43,762.80	3-10	13,128.84
1887....		5,111,961.43	48,209.82	1-2	24,104 91
1888....		6,596,117.62	61,067.41	7-10	42,747.18
1889....		6,507,640.59	63,777.92	9-10	57,400.13
Totals,		$148,618,203.41	$1,269,974.59	...	$675,856.98

Premiums received in U. S. since the admission of the Company,	$7,735,474.37
Losses paid in U. S. since the admission of the Company,	3,758,909.51
Losses incurred during the year,	507,941.92

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,	$31,687.50	$11,284.38	$20,403.12
Ohio,	126,750.00	31,466.24	95,283.76
Oregon,	63,375.00	10,094.10	53,280.90
Virginia,	63,375.00	2,544.82	60,830.18
Totals,	$285,187.50	$55,389.54	$229,797.96

Business in Connecticut, 1889.

Fire risks taken (no inland),	$2,114,657.73
Premiums received,	23,113.26
Losses paid,	11,386.35
Losses incurred,	10,470.57

UNITED STATES BRANCH OF THE HAMBURG-BREMEN FIRE INSURANCE COMPANY,

HAMBURG, GERMANY.

Admitted to the United States, May, 1873.

Resident Manager, F. O. Affeld, 62 and 64 Cedar Street, New York City.

Trustees—Gustav H. Schwab, Henry R. Kunhardt, both of New York City.

Attorney in Connecticut, Insurance Commissioner

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of policy-holders (par),	$205,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$9,000.00
Value of lands mortgaged,	$30,000.00	
Buildings (insured for $23,000),	50,000.00	
Total,	$80,000.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
U. S. 4 p. c., 1907, reg.,.....	$355,000.00	$447,300.00	
Georgia 4½ p. c., 1915, reg.,.....	25,000.00	28,437.50	
MUNICIPAL BONDS—			
City of Rich.,Va.,5 p.c. reg. 1922,	15,000.00	16,425.00	
RAILROAD BONDS—			
Chic., Mil. & St. Paul (Prairie du Chien div.) 1st m. reg. 8 p. c.,.	15,000.00	18,825.00	
Chic.& N.W.s f.m.reg.7 p.c.,....	25,000.00	35,687.50	
C., B. & Q. con. m. 7 p. c. reg.,.	20,000.00	25,200.00	
N. Y., L. E. & W. con. m. gold 7 p. c. reg.,.....	25,000.00	34,250.00	
Central Pac. 1st m, gold 6 p. c.,..	20,000.00	22,550.00	
Kan.Pac.1st m.6 p.c.(Den.div.),..	20,000.00	22,600.00	
Union Pac. 1st m.gold 6 p.c.reg.,	20,000.00	23,100.00	
Nash.,Chatt.& St.L.,1st m. 7 p.c.,	10,000.00	13,125.00	
Lake Shore & Michigan Southern consol, sinking fund 7 p. c.,...	10,000.00	12,400.00	
N. Y. C. & H. R. 1st m. 7 p. c.,.	10,000.00	13,075.00	
Mich. Cen. cons. m. 5 p. c.,.....	17,000.00	19,040.00	
Albany & Susquehanna cons. and guar. mort. 6 p. c.,.....	10,000.00	12,275.00	
No. Pac. land grant & s. f. 1st m. gold 6 p. c.,.....	16,000.00	18,240.00	
Chi., R. I. & P. 1st m. 6 p. c.,....	25,000.00	33,125.00	
Lou. & Nash. 1st m. 5 p. c. gold,	30,000.00	31,800.00	
West Shore, guar. 1st m. 4 p. c.,.	45,000.00	46,800.00	
Ill. Cen. 1st m. gold 3½ p. c.,.....	50,000.00	45,625.00	
N. J. Junct. guar. 1st m. 4 p. c.,.	10,000.00	10,400.00	
St.P.,M & M con.m.gold 4½ p.c.,.	15,000.00	14,812.50	
Chic.,B.& Q. Neb.ex.s.f.m.4 p. c.	25,000.00	22,937.50	
MISCELLANEOUS—			
Delaware & Hudson Canal (Penn. division) 1st mort. 7 p. c.,.....	20,000.00	28,900.00	
Oreg.R'y & Nav.Co.1st m.6 p. c.,.	10,000.00	11,000.00	
Totals,.....	$843,000.00	$1,007,930.00	1,007,930.00
Cash in bank,.....			53,764.77
Gross premiums in due course of collection,.....			76,398.64
Bills receivable, not matured, taken for premiums,.....			5,486.61
Premiums unpaid (more than three months due),		$689.13	
Assets of the Company at their actual value,.....			$1,152,580.02

III. LIABILITIES.

Losses adjusted and unpaid,		$500.00
Losses reported and unadjusted,		33,585.00
Losses resisted,		29,400.00
Gross amount of unpaid losses,		$63,485.00
Deduct reinsurance,		230.00
Net amount of unpaid losses,		$63,255.00
Unearned premiums on risks, one year or less,	$381,022.16	
Unearned premiums on risks, more than one year,	306,546.08	
Unearned premiums as computed above,		687,568.24
Commissions and brokerage,		14,650.51
Special deposits in other States in excess of present liabilities therein,		146,988.59
Total liabilities, except statutory deposit and surplus,		$912,462.34
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		40,117.68
Total liabilities, including deposit and surplus,		$1,152,580.02

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,191,996.63	
Deduct reinsurance, rebate, abatement, and return premiums,	242,577.02	
Notes received for premiums, unpaid,	$38.16	
Actual cash premiums,		$949,419.61
Interest on mortgages of real estate,		900.00
Interest on bonds and loans,		41,358.68
Received from home office,	$63,775.00	
Actual cash income,		$991,678.29

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $50,535.37 occurring in previous years),	$689,472.14	
Deduct salvage and reinsurance,	32,385.50	
Net amount paid for losses,		$657,086.64
Commissions and brokerage,		162,523.16
Salaries and fees,		82,122.10
Taxes,		23,114.73
All other payments,		69,700 74
Remitted home office,	$76,893.75	
Actual cash expenditure,		$994,547.37

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$109,296,465	$1,288,055.87
Written or renewed during the year,	102,784,062	1,191,305.03
Totals,	$212,080,527	$2,479,360.90
Deduct those expired and marked off,	97,883,600	1,124,385.06
In force at the end of the year,	$114,196,927	$1,354,975.84
Deduct amount reinsured,	2,550,458	34,519.36
Net amount in force,	$111,646,469	$1,320,456.48

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$63,267,235	$762,044.32	1-2	$381,022.16
1888....	Two years, ...	197,603	2,099.32	1-4	524.83
1889...		732,164	6,326.59	3-4	4,744.94
1887....	Three years, ...	9,395,438	102,736.77	1-6	17,122.80
1888....		11,229,528	118,573.82	1-2	59,286.91
1889....		12,090,156	139,879.85	5-6	116,566.54
1886....	Four years,....	143,852	1,346.71	1 8	168.34
1887....		83,215	737.05	3-8	276.39
1888....		148,405	1,308.98	5-8	818.11
1889....		314,751	2,870.45	7 8	2,511.64
1885....	Five years, ...	1,925,505	24,431.75	1-10	2,443.18
1886....		2,362,190	31,349.65	3-10	9,404.89
1887....		2,705,638	32,704.69	1-2	16,352.35
1888....		3,328,619	41,583.57	7-10	29,108.50
1889....		3,722,170	52,462.96	9-10	47,216.66
Totals,		$111,646,469	$1,320,456.48	...	$687,568.24

Premiums received in U. S. since the admission of the Company,	$10,167,631.76
Losses paid in U. S. since the admission of the Company,	5,942,261.61
Losses incurred during the year,	657,416.64

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,	$28,437.50	$16,402.44	$12,035.06
Ohio,	126,000.00	25,754.19	100,245.81
Oregon,	63,000.00	28,292.28	34,707.72
Virginia,	16,425.00	52,529.65	.....
Totals,	$233,862.50	$122,978.56	$146,988.59

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,046,001.00
Premiums received,	8,873.40
Losses paid,	4,426.47
Losses incurred,	4,426.47

UNITED STATES BRANCH OF THE IMPERIAL FIRE INSURANCE COMPANY,

LONDON, ENGLAND.

Admitted to the United States, May, 1868.

Resident Manager, JOHN C. PAIGE, No. 20 Kilby Street, Boston.

Trustees — THOMAS MAITLAND, EDWARD KING, CORNELIUS D. WOOD, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par),	$286,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$451,634.70

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS —			
U. S. 4 p. c., f. l., 1907, reg.,	$286,000.00	$360,360.00	
U. S. 4 p. c., f. l., 1907, reg.,	120,000.00	151,200.00	
U. S. 4 p. c., f. l., 1907, reg.,	50,000.00	63,000.00	
U. S. 4 p. c., f. l., 1907, reg.,	50,000.00	63,000.00	
U. S. 4 p. c., f. l., 1907, reg.,	25,000.00	31,500.00	
West Virginia def. certificates,	28,666.67	2,580.00	
MUNICIPAL BONDS —			
New York city 3 p. c., 1904,	100,000.00	106,125.00	
New York city 3 p. c., 1908,	50,000.00	54,000.00	
MISCELLANEOUS —			
Cash deposited with Trustees at New York,	109,735.31	109,735.31	
Totals,	$819,401.98	$941,500.31	941,500.31
Cash in Company's principal office,			53,679.10
Cash in bank,			
Interest due and accrued on bonds,			8,488.62
Gross premiums in due course of collection,			155,076.24
Bills receivable, not matured, taken for premiums,			163.37
Rents due and accrued,			4,301.59
Reinsurance due,			2,193.83
Premiums unpaid (more than three months due),	$10,744.48		
Assets of the Company at their actual value,			$1,617,037.76

III. LIABILITIES.

Losses adjusted and unpaid,	$26,352.44	
Losses reported and unadjusted,	47,216.88	
Losses resisted,	24,311.30	
Gross amount of unpaid losses,	$97,880.62	
Deduct reinsurance,	2,491.78	
Net amount of unpaid losses,		$95,388.84
Unearned premiums on risks, one year or less,	$436,290.02	
Unearned premiums on risks, more than one year,	330,125.33	
Unearned premiums as computed above,		766,415.35
Commissions and brokerage,		26,224.36
Due for reinsurance,		161.05
Special deposits in other States in excess of present liabilities therein,		253,114.56
Total liabilities, except statutory deposit and surplus,		$1,141,304.16
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		275,733.60
Total liabilities, including deposit and surplus,		$1,617,037.76

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,322,499.18	
Deduct reinsurance, rebate, abatement, and return premiums,	234,587.03	
Actual cash premiums,		$1,087,912.15
Interest on bonds,		31,070.83
Rents,		16,629.32
From all other sources,		297.84
Actual cash income,		$1,135,910.14

V. EXPENDITURE DURING THE YEAR.

Gross amount paid for losses (including losses occurring in previous years),	$771,847.87	
Deduct salvage and reinsurance,	67,418.64	
Net amount paid for losses,		$704,429.23
Commissions and brokerage,		203,025.57
Salaries and fees,		114,878.55
Taxes,		39,199.69
All other payments,		32,009.97
Remitted home office,	$34,002.42	
Actual cash expenditure,		$1,093,543.01

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$120,758,788.26	$1,425,086.64
Written or renewed during the year,	122,857,657.41	1,320,769.65
Totals,	$243,616,445.67	$2,745,856.29
Deduct those expired and marked off,	107,901,561.88	1,209,818.75
In force at the end of the year,	$135,714,883.79	$1,536,037.54
Deduct amount reinsured,	5,008,138.80	61,564.43
Net amount in force,	$130,706,744.99	$1,474,473.11

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$71,810,303.77	$872,580.06	1-2	$436,290.02
1888....	Two years,	378,567.00	3,351.41	1-4	837.85
1889....	Two years,	488,802.60	4,517.31	3-4	3,387.98
1887....	Three years,	9,073,774.03	97,487.81	1-6	16,247.97
1888....	Three years,	10,654,865.57	108,845.89	1-2	54,422.94
1889....	Three years,	14,753,609.66	134,126.34	5-6	111,771.92
1886....	Four years,	497,418.00	4,724.59	1-8	590.57
1887....	Four years,	488,975.00	4,620.27	3-8	1,732.60
1888....	Four years,	634,741.33	5,434.85	5-8	3,396.77
1889....	Four years,	779,650.00	6,771.68	7 8	5,925.21
1885....	Five years,	2,553,180.00	29,200.96	1-10	2,920.09
1886 ...	Five years,	3,426,106.11	37,482.90	3 10	11,244.86
1887....	Five years,	4,762,033.08	51,857.79	1-2	25,928.90
1888....	Five years,	4,768,422.84	52,032.17	7-10	36,422.51
1889....	Five years,	5,636,290.00	61,439.08	9-10	55,295.16
Totals,		$130,706,744.99	$1,474,473.11		$766,415.35

Premiums received in U. S. since the admission of the Company,	$16,379,852.54
Losses paid in U. S. since the admission of the Company,	10,818,709.96
Losses incurred during the year,	698,614.40

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,	$31,500.00	$9,426.37	$22,073.63
Ohio,	151,200.00	17,255.23	133,944.77
Oregon,	63,000.00	9,125.00	53,875.00
Virginia,	63,000.00	19,778.84	43,221.16
Totals,	$308,700.00	$55,585.44	$253,114.56

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,263,655.00
Premiums received,	14,506.05
Losses paid,	9,006.14
Losses incurred,	5,982.79

UNITED STATES BRANCH OF THE LANCASHIRE INSURANCE COMPANY,

MANCHESTER, ENGLAND.

Admitted to the United States, April, 1872.

Resident Manager, E. LITCHFIELD, No. 40 Pine Street, New York City.

Trustees — DONALD MACKAY, CORNELIUS N. BLISS, and HORACE J. FAIRCHILD, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of policy-holders (par),	$200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$240,161.77

Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States 4 p. c.,	$55,000.00	$69,300.00
United States 4½ p. c.,	799,500.00	837,476.25
United States 6 p. c. cur., 1898,	100,000.00	124,000.00
RAILROAD BONDS—		
N. Y., Lack. & Western, 6 p. c.,	15,000.00	20,100.00
Chi. & No. Western ex., 4 p. c.,	35,000.00	33,250.00
Brooklyn & Montauk, 5 p. c.,	30,000.00	33,600.00
Illinois Central, 3½ p. c.,	20,000.00	18,800.00
Ottumwa, C. F. & St. P., 5 p. c.,	20,000.00	21,600.00
Detroit, Monroe & Toledo, 7 p. c.,	15,000.00	19,650.00
Baltimore & Ohio, 4 p. c.,	10,000.00	10,100.00
Chic., Mil. & St. Paul (Chicago & Pacific Western Div.), 5 p. c.,	20,000.00	21,600.00
Chi., Bur. & Quincy, 4 p. c.,	21,000.00	20,160.00
Del. & Hudson Canal Co., 7 p. c.,	20,000.00	22,800.00
Ill. Cen. (Springfield Div.), 6 p. c.,	20,000.00	22,800.00
Syracuse, B. & N. Y., 7 p. c.,	15,000.00	19,875.00
Michigan Central, 7 p. c.,	18,000.00	22,680.00
N. Y. Cen. & Hudson R., 7 p. c.,	15,000.00	19,950.00
Chi., Rock Island & Pac., 6 p. c.,	20,000.00	26,600.00
Albany & Susquehanna, 6 p. c.,	15,000.00	18,375.00

	Par Value.	Market Value.	
Chic., St. Louis & N. O., 7 p. c.,	15,000.00	18,000.00	
M. C. (Grand Riv. Val. Div), 6 p.c.	15,000.00	18,300.00	
M. & St. P. (Io. & Min. Div). 7 p. c.	10,000.00	11,900.00	
St. C. J. & Chicago, 7 p. c., ...	10,000.00	11,200.00	
Totals,.....	$1,313,500.00	$1,442,116.25	1,442,116.25
Cash in Company's principal office,.....			4,026.67
Cash in bank,.....			40,042.69
Gross premiums in due course of collection,.....			154,334.27
Assets of the Company at their actual value,.....			$1,880,681.65

III. LIABILITIES.

Losses adjusted and unpaid,.....	$27,689.24	
Losses reported and unadjusted,.....	83,443.95	
Losses resisted,.....	18,676.55	
Gross amount of unpaid losses,.....		$129,809.74
Unearned premiums on risks, one year or less,...	$600,780.78	
Unearned premiums on risks, more than one year,	379,482.62	
Unearned premiums as computed above,.....		980,263.40
Commissions and brokerage,.....		6,000.00
Taxes,.....		8,000.00
Special deposits in other States in excess of present liabilities therein,.....		114,812.50
Total liabilities, except statutory deposits and surplus,		$1,238,885.64
Statutory deposit,.....		200,000.00
Surplus beyond all liabilities,.....		441,796.01
Total liabilities, including deposit and surplus,..		$1,880,681.65

IV. INCOME DURING THE YEAR.

Premiums received in cash, ...	$1,734,304.29	
Deduct reinsurance, rebate, abatements, and return premiums,.....	279,321.86	
Actual cash premiums, ...		$1,454,982.43
Interest on bonds,.....		66,777.72
Received from home office,.....	$258,045.00	
Actual cash income,.....		$1,521,760.15

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses,.....		$996,809.08
Commissions and brokerage,.....		298,630.88
Salaries and fees,.....		174,484.47
Taxes,.....		33,094.12
Remitted home office,.....	$95,275.75	
Actual cash expenditure,.....		$1,503,018.55

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$168,689,660	$1,679,268.93
Written or renewed during the year,	181,535,862	1,772,486.25
Totals,	$350,225,522	$3,451,755.18
Deduct those expired and marked off,	157,380,084	1,549,435.00
In force at the end of the year,	$192,845,438	$1,902,320.18
Deduct amount reinsured,	2,463,474	22,445.48
Net amount in force,	$190,381,964	$1,879,874.70

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$108,234,653	$1,201,561.55	1-2	$600,780.78
1888....	Two years,	984,710	9,155.94	1-4	2,288.98
1889....		1,603,928	11,464.85	3-4	8,598.64
1887....	Three years,	12,595,704	110,390.76	1-6	18,398.46
1888....		21,710,387	150,386.84	1-2	75,193.42
1889....		25,000,923	178,178.08	5-6	148,481.73
1886....	Four years,	91,361	1,247.74	1-8	155.97
1887....		317,598	2,502.15	3-8	938.31
1888....		544,477	3,789.65	5-8	2,368.53
1889....		416,936	2,924.77	7-8	2,559.17
1885....	Five years,	2,350,589	26,149.38	1-10	2,614.93
1886....		2,788,246	30,883.12	3-10	9,264.93
1887....		3,938,915	44,558.83	1-2	22,279.41
1888....		4,617,097	48,363.83	7-10	33,854.66
1889....		5,186,440	58,317.21	9-10	52,485.48
Totals,		$190,381,964	$1,879,874.70		$980,263.40

Premiums received in U. S. since the admission of the Company,	$15,893,020.00
Losses paid in U. S. since the admission of the Company,	9,982,597.00
Losses incurred during the year,	978,431.16

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,	$104,750.00	$39,000.00	$65,750.00
Georgia,	26,187.50	20,000.00	6,187.50
Oregon,	52,375.00	9,500.00	42,875.00
Totals,	$183,312.50	$68,500 00	$114,812.50

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,578,608.50
Premiums received,	18,102.34
Losses paid,	17,419.51
Losses incurred,	12,694.51

UNITED STATES BRANCH OF THE LION FIRE INSURANCE COMPANY,

LONDON, ENGLAND.

Admitted to the United States, October, 1880.

Resident Manager, M. BENNETT, JR., Hartford.

Trustees—JULIUS CATLIN of New York City, FRANCIS B. COOLEY, RODNEY DENNIS, of Hartford, Conn.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of policy holders (par),	$200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$174,800.00
Interest due on bond and mortgage loans,		3,664.95
Value of lands mortgaged,	$137,628.00	
Buildings (insured for $201,700),	244,672.00	
Totals,	$382,300.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States 4 p. c., reg.,	$170,000.00	$214,200.00	
Georgia,	5,000.00	5,750.00	
MUNICIPAL BONDS—			
Brooklyn School Imp. 3 p. c.	150,000.00	163,125.00	
Brooklyn Imp. Loan 3 p. c.,	50,000.00	54,375.00	
City of Richmond,	15,000.00	15,250.00	
Totals,	$390,000.00	$452,700.00	452,700.00

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Hartford Fire Ins. Co. stock,	$3,000	$9,300	$6,500	
Pennsylvania R. R. Co. stock,	6,000	6,300	4,500	
Totals,	$9,000	$15,600	$11,000	11,000.00

Cash in Company's principal office,	1,407.55
Cash in bank,	76,257.53
Interest due and accrued on bonds,	3,412.50
Interest due and accrued on collateral loans,	249.38
Gross premiums in due course of collection,	54,997.71
Due for reinsurance,	4,754.55
Assets of the Company at their actual value,	$783,244.17

III. LIABILITIES.

Losses adjusted and unpaid,	$10,992.77	
Losses reported and unadjusted,	30,639.00	
Losses resisted,	5,812.08	
Gross amount of unpaid losses,		$47,443.85
Unearned premiums on risks, one year or less,	$168,676.97	
Unearned premiums on risks, more than one year,	90,581.32	
Unearned premiums as computed above,		259,258.29
Commissions and brokerage,		8,877.08
Special deposits in other States in excess of present liabilities therein,		197,121.01
Total liabilities, except statutory deposit and surplus,		$512,700.23
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		70,543.94
Total liabilities, including deposit and surplus,		$783,244.17

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$728,048.81	
Deduct reinsurance, rebate, abatement, and return premiums,	311,717.31	
Actual cash premiums,		$416,331.50
Interest on mortgages of real estate,		8,833.74
Interest on loans and bonds,		16,574.90
Received from home office,	Nothing.	
Actual cash income,		$441,740.14

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $30,243.86 occurring in previous years),		$326,648.77
Commissions and brokerage,		70,388.58
Salaries and fees,		30,368.51
Taxes,		11,717.63
All other payments,		24,406.86
Remitted home office,	$27,591.51	
Actual cash expenditure,		$463,530.35

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$51,431,462	$691,715.54
Written or renewed during the year,	60,409,964	708,954.37
Totals,	$111,841,426	$1,400,669.91
Deduct those expired and marked off,	58,362,850	717,852.95
In force at the end of the year,	$53,478,576	$682,816.96
Deduct amount reinsured,	15,303,101	181.083.17
Net amount in force,	$38,175,475	$501,733.79

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums. unearned.
1889....	One year or less,	$25,406,104.00	$337,353.94	1-2	$168,676.97
1888....	Two years,	52,359.00	386.68	1-4	96.68
1889....		161,563.00	1,540.24	3-4	1,155.18
1887 ...	Three years,	2,345,561.00	32,234.40	1-6	5,372.40
1888....		3,095,729.00	40,655.23	1-2	20,327.62
1889....		3,711,126.00	44,861.93	5 6	37,384.95
1886....	Four years,	38,571.00	351.48	1-8	43.94
1887....		99,725.00	744.44	3-8	279.15
1888 ...		92,516.00	946.14	5-8	591.35
1889....		136,635.00	1,063.50	7-8	930.58
1885....	Five years,	245,967.00	3,376.75	1-10	337.67
1886....		489,036.00	7,432.54	3-10	2,229.77
1887....		650,230.00	8,722.91	1-2	4,361.46
1888....		824,589.00	11,933.24	7-10	8,353.23
1889....		825,764.00	10,130.37	9-10	9,117.34
Totals,		$38,175,475.00	$501,733.79		$259,258.29

Premiums received in U. S. since the admission of the Company,	$3,616,619.37
Losses paid in U. S. since the admission of the Company,	2,216,986.21
Losses incurred during the year,	337,537.25

Special deposits elsewhere for the exclusive protection of policy-holders there : —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,	$126,000.00	$8,944.19	$117,055.81
Oregon,	63,000.00	6,125.00	56,875.00
Georgia,	30,950.00	9,702.45	21,247.55
Virginia,	15,250.00	13,307.35	1,942.65
Totals,	$235,200.00	$38,078.99	$197,121.01

Business in Connecticut, 1889.

Fire risks taken (no inland),	$937,450.00
Premiums received,	9,656.82
Losses paid,	1,546.36
Losses incurred,	1,546.36

UNITED STATES BRANCH OF THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY,

LIVERPOOL, ENGLAND.

Admitted to the United States, 1851.

Resident Manager, HENRY W. EATON, 45 William Street, New York City.

Trustees—ALEXANDER HAMILTON, ROBERT B. MINTURN, and JOHN A. STEWART, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),	$300,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$1,499,500.00
Loans on bond and mortgage (first liens), not more than one year's interest due,		1,954,850.00
Interest due and accrued on mortgage loans,		26,064.05
Value of lands mortgaged,	$1,933,950.00	
Buildings (insured for $ not given),	2,051,350.00	
Total,	$3,985,300.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
United States 4 p. c.,	$1,575,000.00	$1,992,375.00	
New York 6 p. c.,	45,000.00	48,375.00	
Mississippi pay warrants,	20,000.00	20,800.00	
MUNICIPAL BONDS—			
Richmond city 8 p. c.,	5,000.00	7,150.00	
New York city gold 6 p. c.,	50,000.00	60,500.00	
Boston city 5 p. c.,	180,000.00	216,450.00	
Totals,	$1,875,000.00	$2,345,650.00	2,345,650 00
Cash in Company's principal office,			3,914.53
Cash in bank,			828,037.85
Interest due and accrued on bonds,			360.49

Gross premiums in due course of collection,		647,653.47
Rents due and accrued,		15,000.00
Reinsurance due,		13,430.00
All other property,		2,695.92
Premiums unpaid (more than three months due),	$23,450.01	
Assets of the Company at their actual value,		$7,337,156.31

III. LIABILITIES.

Losses adjusted and unpaid,	$6,622.99	
Losses reported and unadjusted,	441,362.00	
Losses resisted,	42,465.00	
Gross amount of unpaid losses,	$490,449.99	
Deduct reinsurance,	98,895.09	
Net amount of unpaid losses,		$391,554.90
Unearned premiums on risks, one year or less,	$1,491,037.87	
Unearned premiums on risks, more than one year,	1,731,577.67	
Unearned premiums as computed above,		3,222,615.54
Reclaimable on perpetual policies,		337,343.78
Commissions and brokerage,		77,156.33
Net premium reserve under life department,		108,141.18
Reinsurance,		95,575.62
All other liabilities,		65,861.16
Special deposits in other States in excess of present liabilities therein,		92,305.82
Total liabilities, except statutory deposit and surplus,		$4,390,554.33
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		2,746,601.98
Total liabilities, including deposit and surplus,		$7,337,156.31

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$5,335,383.73	
Deduct reinsurance, rebate, abatement, and return premiums,	1,062,011.81	
Actual cash premiums,		$4,273,371.92
Interest on mortgages of real estate,		72,102.22
Interest on bonds,		88,423.36
Rents,		82,770.64
Deposit premiums received for perpetual risks,	$10,445.01	
Life department income,	4,787.04	
Received from home office,	Not reported.	
Actual cash income,		$4,516,668.14

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $442,765.40 occurring in previous years),	$3,238,581.05	
Deduct salvage and reinsurance,	434,647.59	
Net amount paid for losses,		$2,803,933.46
Commissions and brokerage,		791,479.80
Salaries and fees,		222,713.68
Taxes,		83,906.70
All other payments,		200,937.73
Life department expenditure,	$10,163.32	
Deposit premiums returned on perpetual risks,	9,912.72	
Remitted home office,	Not reported.	
Actual cash expenditure,		$4,102,971.37

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$625,717,690	$5,930,526.70
Written or renewed during the year,	605,558,920	5,479,209.07
Totals,	$1,231,276,610	$11,409,735.77
Deduct those expired and marked off,	519,393,769	4,674,938.90
In force at the end of the year,	$711,882,841	$6,734,796.87
Deduct amount reinsured,	61,161,821	487,436.16
Net amount in force,	$650,721,020	$6,247,360.71

Recapitulation of Fire Risks and Premiums (including Perpetuals).

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$287,759,471	$2,982,075.75	1–2	$1,491,037.87
1888....	Two years,	5,676,754	94,952.94	1–4	23,738.23
1889....		8,101,553	62,206.59	3–4	46,654.94
1887....	Three years,	58,341,705	507,808.45	1–6	84,634.74
1888....		74,673,958	620,939.52	3–6	310,469.76
1889....		83,403,906	668,965.93	5–6	557,471.61
1886....	Four years,	1,724,441	14,260.31	1–8	1,782.54
1887....		1,207,426	11,581.46	3–8	4,343.05
1888....		2,848,485	16,918.90	5–8	10,574.31
1889....		1,408,702	7,123.34	7–8	6,232.92
1885....	Five years,	16,650,682	176,899.30	1–10	17,689.93
1886....		22,879,879	229,413.16	3–10	68,823.95
1887....		25,690,204	245,448 33	5–10	122.724.16
1888....		30,172,176	298,225.50	7–10	208,757.85
1889....		27,329,964	282,833.52	9–10	254,550.17
	More than 5 yrs.,	2,851,714	27,707.71	various	13,129 51
	Perpetual,	10,291,293	355,098.72	95–100	337,343.78
Totals,		$661,012,313	$6,602,459.43		$3,559,959.32

Premiums received in U. S. since the admission of the Company, $78,515,155.54
Losses paid in U. S. since the admission of the Company,..... 47,120,262.62
Losses incurred during the year,..... 2,766,368.48

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,.....	$126,500.00	$71,581.35	$54,918.65
Oregon,.....	63,250.00	25,862.83	37,387.17
Virginia,.....	56,925.00	77,710.23	.....
Georgia,.....	31,625.00	77,864.96	.....
North Carolina,....	12,650.00	35,524.40	.....
Mississippi,.....	27,125.00	82,523.60	.....
Totals,.....	$318,075.00	$371,067.37	$92,305.82

Business in Connecticut, 1889.

Fire risks taken (no inland),..... $6,314,917.00
Premiums received,..... 63,280.03
Losses paid,..... 22,465.25
Losses incurred,..... 20,294.25

UNITED STATES BRANCH OF THE LONDON ASSURANCE CORPORATION,

LONDON, ENGLAND.

Admitted to the United States, July, 1872.

Resident Manager, GEORGE H. MARKS, No. 69 Wall Street, New York City.

Trustees—CHARLES M. FRY, GORDON NORRIE, HOWARD POTTER, GOOLD HOYT REDMOND, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par),..... $270,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States reg. 4 p. c.,	$700,000.00	$892,500.00	
RAILROAD BONDS—			
Chicago, Milwaukee & St. Paul (West. div.) 1st m. 5 p. c. gold,	25,000.00	26,875.00	
Chicago, Milwaukee & St. Paul Terminal 5 p. c. gold,	25,000.00	26,375.00	
Gulf, Colorado & Santa Fe, 1st m. 7 p. c. gold,	50,000.00	58,000.00	
Milwaukee, Lake Shore & West. (Mich. div.) 1st m. 6 p. c. gold,	25,000.00	29,500.00	
Minneapolis & St. Louis (Iowa ex.) 1st m. 7 p. c. gold,	25,000.00	21,500.00	
Milwaukee & St. Paul (River div.) 1st m. 7 p. c. gold,	50,000.00	63,000.00	
St. Paul, Minneapolis & Manitoba con. 6 p. c. gold loan,	25,000.00	29,500.00	
St. Paul, Minneapolis & Manitoba 2d m. 6 p. c. gold,	30,000.00	35,550.00	
Long Is. 1st con. m. 5 p. c. gold,	15,000.00	17,775.00	
Erie R'y con. m. 7 p. c. gold,	50,000.00	69,000.00	
Chicago, St. Louis & New Orleans 5 p. c. gold loan,	8,000.00	9,240.00	
Atchison, Topeka & Santa Fe 1st m. 7 p. c. gold,	25,000.00	29,312.50	
Northern Pacific general m. and land grant 6 p. c. gold,	25,000.00	29,437.50	
Louisville & Nashville (N. O. & M. div.) 1st m. 6 p. c. gold,	25,000.00	29,625.00	
West. Shore 1st m., 4 p. c.,	50,000.00	52,875.00	
Central of N. J., g. m. 5 p. c. gold,	40,000.00	45,400.00	
Phila. & Reading g. m., 4 p. c.,	15,000.00	13,350.00	
Totals,	$1,208,000.00	$1,478,815.00	$1,478,815.00
Cash in Company's principal office,			931.16
Cash in bank,			61,225.19
Gross premiums in due course of collection,			140,096.77
Assets of the Company at their actual value,			$1,681,068.12

III. LIABILITIES.

Losses adjusted and unpaid,		
Losses reported and unadjusted,	$74,833.33	
Losses resisted,		
Gross amount of unpaid losses,		$74,833.33
Unearned premiums on risks, one year or less,	$320,776.66	
Unearned premiums on risks, more than one year,	351,447.08	
Unearned premiums as computed above,		672,223.74

Reclaimable on perpetual policies,		1,590.32
Commissions and brokerage,		20,013.82
Special deposits in other States in excess of present liabilities therein,		196,978.76
Total liabilities, except statutory deposit and surplus,		$965,639.97
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		515,428.15
Total liabilities, including deposit and surplus,		$1,681,068.12

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,037,646.78	
Deduct reinsurance, rebate, abatement, and return premiums,	169,590.43	
Actual cash premiums,		$868,056.35
Interest on bonds,		54,676.46
Received from home office,	$38,712.50	
Actual cash income,		$922,732.81

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses,	$576,925.94	
Deduct salvage and reinsurance,	None.	
Net amount paid for losses,		$576,925.94
Commissions and brokerage,		175,445.59
Salaries and fees,		65,163.06
Taxes,		23,545.66
All other payments,		51,189.80
Remitted home office.,	$30,185.02	
Actual cash expenditure,		$892,270.05

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$132,721,126	$1,176,727.03
Written or renewed during the year,	138,220,309	1,064,306.94
Totals,	$270,941,435	$2,241,033.97
Deduct those expired and marked off,	113,256,642	925,674.83
In force at the end of the year,	$157,684,793	$1,315,359.14
Deduct amount reinsured,	6,190,958	35,254.15
Net amount in force,	$151,493,835	$1,280,104.99

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$73,433,229	$641,553.32	1-2	$320,776.66
1888....	Two years,.....	373,475	3,045.32	1-4	761.33
1889....		234,656	2,100.97	3-4	1,575.73
1887 ...	Three years,....	11,846,409	95,792.88	1-6	15,965.48
1888....		17,472,509	126,462.49	1-2	63,231.24
1889....		21,659,849	154,862.63	5-6	129,052.19
1886....	Four years,....	246,463	2,337.38	1-8	292.17
1887....		329,913	2,890.17	3-8	1,083.81
1888....		399,225	3,396.61	5-8	2,122.85
1889....		460,280	4,026.73	7-8	3,523.38
1885....	Five years,.....	3,062,508	32,183.93	1-10	3,218.39
1886....		4,767,694	44,309.93	3-10	13,292.97
1887....		5,542,415	51,798.20	1-2	25,899.10
1888....		5,499,918	53,055.60	7-10	37,138.92
1889....		5,994,231	59,224.92	9-10	53,302.43
	Over five years,	98,761	1,389.89	...	987.09
	Perpetual,.....	72,300	1,674.02	...	1,590.32
Totals,.....		$151,493,835	$1,280,104.99		$673,814.06

Premiums received in U. S. since admission of the Company,..	$10,794,335.00
Losses paid in U. S. since the admission of the Company,.....	6,283,847.00
Losses incurred during the year,.....	579,202.00

Special deposits elsewhere for the exclusive protection of policy-holders there : —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio, ...	$127,500.00	$55,924.32	$71,575.68
Virginia, ...	63,750.00	20,184.38	43,565.62
Oregon, ...	63,750.00	6,761.97	56,988.03
Georgia,.....	31,875.00	10,219.36	21,655.64
North Carolina,.....	12,750.00	9,556.21	3,193.79
Totals,.....	$299,625.00	$102,646.24	$196,978.76

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$1,259,327.00
Premiums received,.....	13,234.40
Losses paid,.....	10,650.00
Losses incurred,.....	10,625.00

UNITED STATES BRANCH OF THE LONDON AND LANCASHIRE FIRE INSURANCE COMPANY,

LIVERPOOL, ENGLAND.

Admitted to the United States, July, 1879.

Resident Manager, JEFFREY BEAVAN, 46 Pine Street, New York City, N. Y.

Trustees — DAVID STEWART, WILLIAM H. SLOCUM, ARTHUR B. GRAVES, New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par), ... $270,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS —			
United States, reg. 4 p. c., 1907,	$495,000.00	$628,650.00	
RAILROAD BONDS—			
C. & N. W. con. g. reg. 7 p. c., 1902,	100,000.00	126,083.00	
N. Y. C & H. R., 1m. reg. 7 p. c., 1903,	75,000.00	100,125.00	
N. Y. & Har., 1st m. reg. 7 p. c. 1900,	100,000.00	129,166.00	
C. B. & Q., 1 m. r4 p. c. (Ia. div), 1919,	100,000.00	96,000.00	
Penn. Equip. T. gold 7 p. c., 1914,	30,000.00	30,850.00	
Del. & Hud., 1st m. reg. 7p. c. 1917,	25,000.00	37,083.00	
C., R. I. & Pac. 1st m. reg. 6p. c., 1917,	90,000.00	118,800.00	
L. S. & M. S. 1st m. reg. 7 p. c., 1900,	92,000.00	116,610.00	
Balto. & Ohio, reg. 5 p. c., 1988,	100,000.00	112,083.00	
Central of N. J., reg. 5 p. c., 1987,	70,000.00	80,325.00	
C., I., St. L. & C., r. 4p. c. g. c. m. 1936,	100,000.00	100,666.00	
West Shore, reg. 4 p. c., 2361, ...	100,000.00	106.250.00	
Totals, ...	$1,477,000.00	$1,782,691.00	$1,782,691.00
Cash in Company's principal office, ...			29,210.34
Cash in bank, ...			141,716.36
Gross premiums in due course of collection, ...			171,696.36
Assets of the Company at their actual value, ...			$2,125,314.06

III. LIABILITIES.

Losses adjusted and unpaid,	$44,473.84	
Losses reported and unadjusted,	108,797.98	
Losses resisted,	19,325.26	
Gross amount of unpaid losses,	$172,597.08	
Deduct reinsurance,	11,323.15	
Net amount of unpaid losses,		$161,273.93
Unearned premiums on risks, one year or less,	$605,160.19	
Unearned premiums on risks, more than one year,	515,691.76	
Unearned premiums as computed above,		1,120,851.95
Reclaimable on perpetual policies,		1,627.86
Commissions and brokerage,		25,582.46
Due for salaries, rent, advertising, etc.,		2,500.00
Reinsurance,		21,134.00
Special deposits in other States in excess of present liabilities therein,		209,726.04
Total liabilities, except statutory deposit and surplus,		$1,542,696.24
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		382,617.82
Total liabilities, including deposit and surplus,		$2,125,314.06

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,977,989.36	
Deduct reinsurance, rebate, abatements, and return premiums,	424,045.82	
Actual cash premiums,		$1,553,943.54
Interest on bonds,		77,523.23
Received from home office,	Nothing.	
Actual cash income,		$1,631,466.77

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $110,378.48 occurring in previous years),	$1,203,837.78	
Deduct salvage and reinsurance,	181,621.01	
Net amount paid for losses,		$1,022,216.77
Commissions and brokerage,		314,289.89
Salaries and fees,		69,881.33
Taxes,		32,992.63
All other payments,		88,823.86
Remitted home office,	Nothing.	
Actual cash expenditure,		$1,528,204.48

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$203,161,772	$2,054,774.30
Written or renewed during the year,	206,223,095	1,994,705.71
Totals,	$409,384,867	$4,049,480.01
Deduct those expired and marked off,	185,034,808	1,802,051.28
In force at the end of the year,	$224,350,059	$2,247,428.73
Deduct amount reinsured,	7,948,869	95,023.45
Net amount in force,	$216,401,190	$2,152,405.28

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$107,258,775	$1,210,320.38	1-2	$605,160.19
1888....	Two years,	1,492,891	10,177.41	1-4	2,544.35
1889....		2,156,560	13,259.11	3-4	9,944.34
1887....	Three years,	20,759,271	175,594.75	1-6	29,265.79
1888....		24,896,428	199,697.85	1-2	99,848.92
1889 ...		31,311,740	228,266.12	5-6	190,221.75
1886....	Four years,	205,843	2,592.34	1-8	324.04
1887....		594,680	3,671.44	3-8	1,376.78
1888....		1,073,189	5,599.61	5-8	3,499.73
1889....		1,192,996	9,220.25	7-8	8,067.69
1885....	Five years,	3,031,779	35,194.42	1-10	3,519.44
1886...		3,283,652	44,633.32	3-10	13,389.99
1887....		4,850,814	59,468.11	1-2	29,734.05
1888....		6,200,259	69,171.13	7-10	48,419.80
1889....		7,671,507	79,840.61	9-10	71,856.56
1884....	Six years,	3,000	22.50	1-12	1.88
1885....		20,000	80.75	3-12	20.19
1887....		35,000	146.80	7-12	85.63
1888....		24,200	86.50	9-12	64.88
1889....		46,749	230.02	11-12	210.85
1883....	Seven years,	11,000	422.50	1-14	30.18
1884....		18,000	440.00	3-14	94.29
1885....		9,700	287.00	5-14	102.50
1887....		30,535	705.52	9-14	453.55
1888....		48,250	617.97	11-14	485.55
1889....		58,750	1,175.36	13-14	1,091.40
1883....	Nine years,	2,000	140.00	5-18	38.88
1882....	Ten years,	1,500	22.50	7-20	5.62
1883....		1,500	15.00	7-20	5.25
1885....		20,000	405.00	11-20	222.75
1886....		12,672	191.76	13-20	124.64
1887....		1,300	17.00	15-20	12.75
1888....		33,900	299.00	17-20	254.15
1889....		42,750	393.25	19-20	373.59
Totals,		$216,401,190	$2,152,405.28	....	$1,120,851.95

Premiums received in U. S. since the admission of the Company, $11,302,029.03
Losses paid in U. S. since the admission of the Company,..... 6,948,785.04
Losses incurred during the year,..... 1,030,511.75

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,.....	$127,000.00	$44,623.79	$82,376.21
Virginia,.....	63,500.00	13,957.59	49,542.41
Georgia,.....	31,750.00	11,091.58	20,658.42
Oregon,.....	63,500.00	6,351.00	57,149.00
Totals,.....	$285,750.00	$76,023.96	$209,726.04

Business in Connecticut, 1889.

Fire risks taken (no inland),..... $2,113,681.00
Premiums received,..... 21,233.01
Losses paid,..... 8,202.36
Losses incurred,..... 9,348.05

UNITED STATES BRANCH OF THE NORTH BRITISH AND MERCANTILE INSURANCE COMPANY,

LONDON AND EDINBURGH, GREAT BRITAIN.

Admitted to the United States, August, 1886.

Resident Manager, SAM. P. BLAGDEN, No. 54 William Street, New York City.

Trustees— SOLON HUMPHREYS, DAVID DOWS, JR., CHARLES H. COSTER, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par),..... $200,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States, 4s, 1907, reg.,	$500,000.00	$635,000.00
" " cur. 6s, 1899, "	100,000.00	130,000.00
" " " 6s, 1898, "	137,000.00	174,675.00

	Par Value.	Market Value.	
United States cur. 6s, 1897, reg.,	35,000.00	43,400.00	
" " " 6s, 1896, "	30,000.00	36,300.00	
" " " 6s, 1895, "	18,000.00	21,420.00	
S.C. Con. 6s, Br'wn bs., 1893, cou.,	12,500.00	13,125.00	
Ala. Class "A" coup. bds., 1906, ...	10,000.00	10,500.00	
Tenn. Settlem't 6s, cou. bds., 1913,	1,100.00	1,188.00	
Virginia reg. 10.40 bonds, 1919, .	46,300.00	18,289.00	
Virginia deferred certificates, ...	18,666.67	1,587.00	
COUNTY AND MUNICIPAL BONDS—			
Bos. city, S.B.I.S., 4 p.c. reg., 1917,	80,000.00	91,600.00	
N.Y. co., 7 p.c. A.F.S., reg., 1903,	22,000.00	33,255.00	
N.Y.c., 7 p.c. C.P.I.F.sk., r., 1902,	5,000.00	7,458.00	
N.Y.c., 7 p.c.C.W.M. sk., r., 1900,	10,000.00	14,116.00	
N.Y.co., 7 p.c.S.B.F., b.3, r., 1896,	9,000.00	11,355.00	
N.Y. city, 7 p.c., con. sk., r., 1894,	3,000.00	3,575.00	
RAILROAD BONDS—			
N.Y.C.&H.R., 1m.7 p.c.b.r., 1903,	500,000.00	667,500.00	
W.S., 1st m., guar. 4 p. c. r., 2361,	400,000.00	424,000.00	
N.Y., L.& W., 1 m.6 p.c., r., 1921,	100,000.00	139,000.00	
D.&H.C.Co.P.d., 1m.7p.c., r.1917,	61,000.00	90,483.00	
St.P.&N.P., g.m., g.6 p.c., r., 1923,	50,000.00	60,500.00	
C.&N.W., c.s.f., m.7 p.c., r., 1915,	130,000.00	188,716.00	
C.&N.W., c.s.f., m.7 p.c., c., 1915,	26,000.00	37,743.00	
Balt. & O., gold 5 p. c., reg., 1925,	158,000.00	169,192.00	
Balt. & O., gold 5 p. c. cou., 1925,	42,000.00	45,395.00	
Totals, ...	$2,504,566.67	$3,069,372.00	$3,069,372.00

Cash in Company's principal office, ...		434.11
Cash in bank, ...		76,223.42
Interest due and accrued on bonds, ...		52,986.00
Gross premiums in due course of collection, ...		291,536.87
Bills receivable, not matured, taken for premiums, ...		11.67
Due for reinsurance, ...		760.43
All other admissible property, ...		850.00
Premiums unpaid (more than three months due),	$4,365.73	
Assets of the Company at their actual value, ...		$3,492,174.50

III. LIABILITIES.

Losses adjusted and unpaid, ...	$66,434.39	
Losses reported and unadjusted, ...	109,601.45	
Losses resisted, ...	15,737.59	
Gross amount of unpaid losses, ...	$191,773.43	
Deduct reinsurance, ...	8,959.61	
Net amount of unpaid losses, ...		$182,813.82

Unearned premiums on risks, one year or less,...	$702,231.34	
Unearned premiums on risks, more than one year,	748,250.07	
Unearned premiums as computed above,.....		1,450,481.41
Commissions and brokerage,.....		41,648.12
Other liabilities,.....		5,663.21
Special deposits in other States, in excess of present liabilities therein,.....		152,460.48
Total liabilities, except statutory deposit and surplus,.		$1,833,067.04
Statutory deposit,.....		200,000.00
Surplus beyond all liabilities,.....		1,459,107.46
Total liabilities, including deposit and surplus,.....		$3,492,174.50

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$2,371,950.63	
Deduct reinsurance, rebate, abatement, and return premiums,.....	478,758.71	
Actual cash premiums,.....		$1,893,191.92
Interest on bonds,.....		147,627.12
Actual cash income,.....		$2,040,819.04

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $144,854.53 occurring in previous years),.....	$1,490,924.92	
Deduct salvage and reinsurance,.....	210,325.65	
Net amount paid for losses,.....		$1,280,599.27
Commissions and brokerage,.....		314,308.25
Salaries and fees,.....		232,116.71
Taxes,.....		49,561.95
All other payments,.....		70,506.15
Actual cash expenditure,.....		$1,947,092.33

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,.....	$286,852,810	$2,951,360.64
Written or renewed during the year,.....	243,516,413	2,384,940.20
Totals,.....	$530,369,223	$5,336,300.84
Deduct those expired and marked off,.....	253,586,032	2,367,927.38
In force at the end of the year,.....	$276,783,191	$2,968,373.46
Deduct amount reinsured, ...	21,988,709	197,080.23
Net amount in force,.....	$254,794,482	$2,771,293.23

Recapitulation of Fire Risks and Premiums (including Perpetuals).

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$116,137,224	$1,404,462.69	1-2	$702,231.34
1888...	Two years,.....	802,576	6,273.31	1-4	1,568.33
1889....		955,027	7,285.57	3-4	5,464.17
1887....	Three years,....	22,396,032	215,232.54	1-6	35,872.09
1888....		29,693,130	260,955.62	1-2	130,477.81
1889....		33,512,620	302,899.66	5-6	252,416.35
1886....	Four years,....	364,389	3,807.28	1-8	475.91
1887...		365,942	3,246.38	3-8	1,217.37
1888....		631,530	5,384.31	5-8	3,365.20
1889....		1,366,151	11,276.13	7-8	9,866.57
1885....	Five years,.....	6,845,256	77,374.75	1-10	7,737.47
1886....		7,864,909	89,337.12	3-10	26,801.13
1887....		10,798,110	118,710.89	1-2	59,355.44
1888....		11,397,413	124,549.92	7-10	87,184.93
1889....		11,664,173	140,497.06	9-10	126,447.30
Totals,.....		$254,794,482	$2,771,293.23	...	$1,450,481.41

Premiums received in U. S. since the admission of the Company, $32,519,840.64
Losses paid in U. S. since the admission of the Company,..... 20,796,550 65
Losses incurred during the year,..... ..... 1,294,761.37

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,.....	$127,500.00	$69,372.14	$58,127.86
Oregon, ...	61,595.00	17,376.99	44,218.01
Virginia, ...	51,651.00	14,923.26	36,727.74
Georgia,.....	31,750.00	22,246.58	9,503.42
North Carolina,.....	13,000.00	9,116.55	3,883.45
Totals,.....	$285,496.00	$133,035.52	$152,460.48

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$3,029,893.00
Premiums received,.....	32,249.82
Losses paid,.....	14,568.32
Losses incurred,.....	14,452.55

UNITED STATES BRANCH OF THE NORTHERN ASSURANCE COMPANY,

LONDON, ENGLAND.

Admitted to the United States, December, 1875.

Resident Manager and Attorney, GEORGE W. BABB, JR., 38 Pine Street, New York City.

Trustees — EDWARD KING, CORNELIUS D. WOOD, both of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$114,505.44

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS—			
U. S. 4 p. c. f. loan in., 1907 reg.,	$100,000.00	$126,000.00	
U. S. 4 p. c. f. loan in., 1907 reg.,	200,000.00	252,000.00	
U. S. 4 p. c. f. loan in., 1907 reg.,	50,000.00	63,000.00	
U. S. 4 p.c. fund. loan, 1907 reg.,	25,000.00	31,500.00	
U. S. 4 p. c. fund. loan, 1907 reg.,	50,000.00	63,000.00	
U. S. 4 p. c. fund. loan, 1907 reg.,	252,150.00	317,709.00	
Mass., 1891 and 1900,	35,000.00	39,525.00	
MUNICIPAL BONDS—			
City of Boston, 1893,	50,000.00	52,250.00	
City of Boston, 1899,	79,500.00	89,040.00	
City of St. Louis, 1893,	40,000.00	42,400.00	
City of Providence, 1895,	52,500.00	56,437.00	
City of St. Paul, 1919,	50,000.00	54,250.00	
Totals,	$984,150.00	$1,187,111.50	$1,187,111.50

Cash in Company's principal office,	2,976.56
Cash in bank,	72,055.43
Interest due and accrued on bonds,	10,946.50
Gross premiums in due course of collection,	125,478.01
Assets of the Company at their actual value,	$1,513,073.44

III. LIABILITIES.

Losses adjusted and unpaid,	$37,228.01	
Losses reported and unadjusted,	48,111.75	
Losses resisted,	20,751.00	
Gross amount of unpaid losses,	$106,090.76	
Deduct reinsurance,	3,036.89	
Net amount of unpaid losses,		$103,053.87
Unearned premiums on risks, one year or less,	$382,446.44	
Unearned premiums on risks, more than one year,	348,585.35	
Unearned premiums as computed above,		731,031.79
Commissions and brokerage,		19,782.25
Due for salaries, rent, advertising, etc.,		3,130.08
Special deposits in other States in excess of present liabilities therein,		164,906.72
Total liabilities, except statutory deposit and surplus,		$1,021,904.71
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		291,168.73
Total liabilities, including deposit and surplus,		$1,513,073.44

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,127,803.73	
Deduct reinsurance, rebate, abatement, and return premiums,	183,360.66	
Actual cash premiums,		$944,443.07
Interest on bonds,		44,287.96
Rents,		1,000.00
From all other sources,		34.50
Received from home office,	$200,170.61	
Actual cash income,		$989,765.53

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $76,169.39 occurring in previous years),	$724,888.32	
Deduct salvage and reinsurance,	35,150.38	
Net amount paid for losses,		$689,737.94
Commissions and brokerage,		160,006.77
Salaries and fees,		65,515.79
Taxes,		27,399.65
All other payments,		104,121.81
Remitted home office,	$149,987.89	
Actual cash expenditure,		$1,046,781.96

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$131,318,052	$1,389,613.34
Written or renewed during the year,	112,835,165	1,151,673.69
Totals,	$244,153,217	$2,541,287.03
Deduct those expired and marked off,	107,191,670	1,084,342.00
In force at the end of the year,	$136,961,547	$1,456,945.03
Deduct amount reinsured,	4,501,858	46,719.79
Net amount in force,	$132,459,689	$1,410,225.24

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$68,586,322	$764,892.88	1-2	$382,446.44
1888....	Two years, ...	47,050	397.91	1-4	99.48
1889....		35,987	355.42	3-4	266.56
1887....	Three years,...	12,667,543	114,477.06	1-6	19,079.51
1888....		13,655,889	123,519.72	1-2	61,759.86
1889....		12,597,701	132,067.85	5-6	110,056.54
1886....	Four years,....	131,450	1,304.71	1-8	163.09
1887....		162,621	1,624.05	3-8	609.03
1888....		113,110	1,175.01	5 8	734.38
1889....		136,350	1,444.19	7-8	1,263.64
1885....	Five years,.....	3,203,292	33,186.47	1-10	3,318.65
1886....		3,371,254	39,773.27	3-10	11,931.99
1887....		5,571,223	58,720.58	1-2	29,360.29
1888....		5,935,293	68,075.93	7-10	47,653.15
1889....		6,244,604	69,210.19	9-10	62,289.18
Totals,		$132,459,689	$1,410,225.24		$731,031.79

Premiums received in U. S. since the admission of the Company,	$9,066,483.43
Losses paid in U. S. since the admission of the Company,	5,513,322.59
Losses incurred during the year,	696,927.93

Special deposits elsewhere for the exclusive protection of policyholders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,	$126,000.00	$77,540.31	$48,459.69
Virginia,	63,000.00	17,340.00	45,660.00
Georgia,	31,500.00	16,951.00	14,549.00
Oregon,	63,000.00	6,761.97	56,238.03
Totals,	$283,500.00	$118,593.28	$164,906.72

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,499,403.96
Premiums received,	15,834.68
Losses paid,	11,595.22
Losses incurred,	8,652.43

UNITED STATES BRANCH OF THE NORWICH UNION FIRE INSURANCE SOCIETY,

NORWICH, ENGLAND.

Admitted to the United States, March, 1879.

Resident Manager, JAMES MONTGOMERY HARE, No. 67 Wall St., N. Y. City.

Trustees—EDMUND WILLIAM CORLIES, ANSON WALES HARD, JAMES AUGUSTUS HEWLETT, all of N. Y. City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),	$300,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States registered,	$508,000.00	$643,890.00	
MUNICIPAL BONDS—			
Richmond City, Va.,	50,000.00	56,750.00	
RAILROAD BONDS—			
N. Y. C. & Hudson River,	75,000.00	99,375.00	
West Shore,	40,000.00	42,300.00	
Pennsylvania Company's,	100,000.00	111,250.00	
Chicago, Bur. & Quincy,	100,000.00	91,750.00	
Chicago, R. I. & Pacific,	90,000.00	96,300.00	
N. Y., Chic. & St. Louis,	75,000.00	70,500.00	
Totals,	$1,038,000.00	$1,212,115.00	$1,212,115.00
Cash in Company's principal office,			1,348.08
Cash in bank,			206,716.22
Interest due and accrued on bonds,			10,591.66
Gross premiums in due course of collection,			74,860.25
Premiums unpaid (more than three months due),		$11,704.38	
Assets of the Company at their actual value,			$1,505,631.21

III. LIABILITIES.

Losses adjusted and unpaid,	$96,146.65	
Losses reported and unadjusted,		
Losses resisted,	None.	
Gross amount of unpaid losses,	$96,146.65	
Deduct reinsurance,	6,131.76	
Net amount of unpaid losses,		$90,014.89
Unearned premiums on risks, one year or less,	$412,069.49	
Unearned premiums on risks, more than one year,	335,875.24	
Unearned premiums as computed above,		747,944.73
Commissions and brokerage,		17,624.21
Due for salaries, rent, advertising, etc.,		1,200.00
Special deposits in other States in excess of present liabilities therein,		170,510.26
Total liabilities, except statutory deposit and surplus,		$1,027,294.09
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		278,337.12
Total liabilities, including deposit and surplus,		$1,505,631.21

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,250,934.79	
Deduct reinsurance, rebate, abatement, and return premiums,	231,337.48	
Actual cash premiums,		$1,019,597.31
Interest on bonds,		51,068.13
Received from home office,	$34,756.78	
Actual cash income,		$1,070,665.44

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including none occurring in previous years),	$726,527.91	
Deduct salvage and reinsurance,	64,452.86	
Net amount paid for losses,		$662,075.05
Commissions and brokerage,		183,658.34
Salaries and fees,		71,303.94
Taxes,		13,359.92
All other payments,		69,821.83
Remitted home office,	$27,120.00	
Actual cash expenditure,		$1,000,219.08

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$135,523,660	$1,363,106.06
Written or renewed during the year,	132,979,191	1,270,660.28
Totals,	$268,502,851	$2,633,766.34
Deduct those expired and marked off,	118,992,450	1,130,556.39
In force at the end of the year,	$149,510,401	1,503,209.95
Deduct amount reinsured,	7,126,949	70,779.70
Net amount in force,	$142,383,452	$1,432,430.25

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$74,942,310	$824,138.99	1-2	$412,069.49
1888....	Two years,	1,009,241	9,875.04	1 4	2,468.76
1889....		901,547	7,976.41	3-4	5,982.29
1887....	Three years,	12,411,525	98,697.83	1-6	16,449.63
1888....		15,892,153	126,947.11	1-2	63,473.55
1889....		17,027,467	147,942.93	5 6	123,285.80
1886....	Four years,	154,000	1,631.91	1-8	203.99
1887....		234,942	1,787.29	3-8	670.23
1888....		332,400	2,888.02	5 8	1,804.98
1889....		330,545	3,076.00	7-8	2,691.50
1885....	Five years,	2,534,822	26,320.71	1-10	2,632.07
1886....		2,784,310	30,083.84	3-10	9,025.15
1887....		4,632,957	47,675.40	1-2	23,837.70
1888....		4,418,963	48,501.44	7-10	33,950.99
1889....		4,776,270	54,887.33	9-10	49,398.60
Totals,		$142,383,452	$1,432,430.25		$747,944.73

Premiums received in U. S. since the admission of the Company,	$7,579,262.90
Losses paid in the U. S. since the admission of the Company,	4,220,163.04
Losses incurred during the year,	599,924.39

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,	$126,750.00	$33,955.16	$92,794.84
Oregon,	63,375.00	8,874.38	54,500.62
Virginia,	37,455.00	23,736.28	13,718.72
Georgia,	31,687.50	22,191.42	9,496.08
Totals,	$259,267.50	$88,757.24	$170,510.26

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,775,798.00
Premiums received,	19,991.72
Losses paid,	10,896.00
Losses incurred,	11,282.36

UNITED STATES BRANCH OF THE PHŒNIX ASSURANCE COMPANY,

LONDON, ENGLAND.

Admitted to the United States, September, 1879.

Resident Manager, ALEXANDER D. IRVING, 67 Wall Street, New York City.

Trustees—JOSEPH A. DEAN, GEORGE C. MAGOUN, JOHN DUER, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par),	$300,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States, 4 p. c. reg.,	$703,000.00	$891,052.50	
United States 4 p. c.,	495,000.00	627,412.50	
Totals,	$1,198,000.00	$1,518,465.00	$1,518,465.00
Cash in bank,			41,995.32
Cash in hands of trustees,			157,534.65
Gross premiums in due course of collection,			248,137.00
Assets of the Company at their actual value,			$1,966,131.97

III. LIABILITIES.

Losses adjusted and unpaid,	$57,285.00	
Losses reported and unadjusted,	239,544.00	
Losses resisted,	11,468.00	
Gross amount of unpaid losses,	$308,297.00	
Deduct reinsurance,	116,569.00	
Net amount of unpaid losses,		$191,728.00
Unearned premiums on risks, one year or less,	$563,931.52	
Unearned premiums on risks, more than one year,	501,092.30	
Unearned premiums as computed above,		1,065,023.82

Commissions and brokerage,	51,091.35
Reinsurance,	98,170.31
Special deposits in other States in excess of present liabilities therein,	151,150.00
Total liabilities, except statutory deposit and surplus,	$1,557,163.48
Statutory deposit,	200,000.00
Surplus beyond all liabilities,	208,968.49
Total liabilities, including deposit and surplus,	$1,966,131.97

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,947,681.09	
Deduct reinsurance, rebate, abatement, and return premiums,	651,989.25	
Actual cash premiums,		$1,295,691.84
Interest on bonds,		58,900.00
Received from home office,	$100,000.00	
Actual cash income,		$1,354,591.84

V. EXPENDITURE DURING THE YEAR.

Gross amount paid for losses,	$1,299,656.64	
Deduct salvage and reinsurance,	344,224.34	
Net amount paid for losses,		$955,432.30
Commissions and brokerage,		271,465.23
Salaries and fees,		72,452.06
Taxes,		45,913.59
All other payments,		57,508.96
Remitted home office,	$47,920.00	
Actual cash expenditure,		$1,402,772.14

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$261,956,373	$2,361,834.99
Written or renewed during the year,	242,925,542	2,022,260.74
Totals,	$504,881,915	$4,384,095.73
Deduct those expired and marked off,	219,470,962	1,833,417.16
In force at the end of the year,	$285,410,953	$2,550,678.57
Deduct amount reinsured,	54,710,111	450,699.28
Net amount in force,	$230,700,842	$2,099,979.29

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$118,241,165	$1,127,863.05	1-2	$563,931.52
1888....	Two years,....	3,409,820	19,539.97	1-4	4,884.99
1889....		1,298,462	13,954.48	3-4	10,465.86
1887....	Three years,...	18,789,773	144,516.59	1-6	24,086.10
1888....		21,260,676	168,269.50	3-6	84,134.75
1889....		19,962,946	153,525.84	5-6	127,938.20
1886....	Four years,....	700,547	6,994.09	1-8	874.26
1887....		675,159	4,782.10	3-8	1,793.29
1888....		744,385	5,806.72	5-8	3,629.20
1889....		698,528	6,009.02	7-8	5,257.89
1885 ...	Five years,.....	6,033,815	60,929.96	1-10	6,093.00
1886....		8,895,308	91,093.34	3-10	27,328.00
1887....		10,088,906	102,451.08	5-10	51,225.54
1888....		10,864,328	104,934.71	7-10	73,454.30
1889....		8,921,599	88,143.63	9-10	79,329.27
1884....	Six years,.....	8,500	76.92	1-12	6.41
1886....		45,000	243.29	5-12	101.37
1887....		57,800	812.25	7-12	473.81
1889....		1,375	2.80	11-12	2.57
1884....	Ten years,.....	2,750	29.95	9-20	13.49
	Totals, ...	$230,700,842	$2,099,979.29		$1,065,023.82

Premiums received in U. S. since the admission of the Company, $11,826,638.62
Losses paid in U. S. since the admission of the Company,..... 7,487,070.36
Losses incurred during the year,..... 959,156.30

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio, ...	$126,750.00	$37,165.00	$89,585.00
Virginia, ...	25,350.00	38,213.95	.....
Georgia,.....	31,687.50	18,274.23	13,413.27
Oregon,.....	63,375.00	15,223.27	48,151.73
Totals,.....	$247,162.50	$108,876.45	$151,150.00

Business in Connecticut, 1889.

Fire risks taken (no inland),..... $1,091,784.94
Premiums received,..... 13,398.86
Losses paid,..... 9,454.04
Losses incurred,..... 8,421.00

UNITED STATES BRANCH OF THE QUEEN INSURANCE COMPANY,

LIVERPOOL, ENGLAND.

Admitted to the United States, May, 1866.

Resident Manager, JAMES A. McDONALD, 60 Wall Street, New York City.

Trustees—ROSWELL G. ROLSTON, SAMUEL SLOAN, WILLIAM WALDORF ASTOR, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),.... ..... $200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,... $30,000.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States 4 p. c., 1907,.....	$265,000.00	$333,900.00
Mississippi 4 p. c., ...	20,000.00	20,000.00
MUNICIPAL BONDS—		
New York City water, 3 p. c.,...	100,000.00	105,000.00
RAILROAD BONDS—		
N. Y., L. & W. 6 p. c., 1st m.,..	100,000.00	117,000.00
N. Y., L. & W. 5 p. c., 2d m.,..	100,000.00	110,125.00
Chic. & Southw. 7 p. c., 1st m.,..	10,000.00	12,100.00
North Wisconsin 6 p. c., 1st m.,	30,000.00	37,500.00
Chi., Bur. & Q. 7 p. c., 1st m.,..	25,000.00	32,500.00
Chi., R. I. & Pac. 6 p. c.,.....	5,000.00	6,550.00
Chi., R. I. & Pac. 5 p. c.,.....	30,000.00	32,137.50
Fremont, Elkhorn & Mo. 6 p. c.,	10,000.00	12,300.00
Chi., Mil. & St. Paul (Dub. div.) 6 p. c., 1st m., ...	10,000.00	11,300.00
Chi., Mil. & St. Paul (C. & P. W. div.) 5 p. c., 1st m.,.....	10,000 00	10,475.00
Chic., Mil. & St. Paul (Wis. and Minn. div.) 5 p. c., 1st m.,....	10,000.00	10,050.00

	Par Value.	Market Value.	
Chi., Mil. & St. Paul (Chi. & Mo. div.) 1st m. 5 p. c.,	30,000.00	30,300.00	
Chi., Mil. & St. Paul (H. & Dak. div.) 1st m. 7 p. c.,	15,000.00	18,750.00	
Chi. & No. West'n S. F., 5 p. c.,	50,000.00	54,437.50	
Baltimore & Ohio 5 p. c., 1885,	10,000.00	10,850.00	
Pennsylvania Co. 4½ p. c., g. m.,	50,000.00	53,375.00	
Morris & Essex 1st m., 7 p. c.,	85,000.00	119,425.00	
Michigan Central 1st m., 5 p. c.,	20,000.00	22,400.00	
Mich. Cen. 1st con. m., 5 p. c.,	23,000.00	25,300.00	
West Shore 1st m., 4 p. c.,	100,000.00	102,750.00	
Central of N. Jersey g. m., 5 p. c.,	80,000.00	86,900.00	
L. S. & Mich. South'n 2d m. 7 p.c.,	50,000.00	61,812.50	
North'n Pacific 1st ld. gt., 6 p. c.,	50,000.00	57,625.00	
Canada Southern 1st m., 5 p. c.,	25,000.00	27,000.00	
Ch., St. P., M.& O. con. m., 6 p.c.,	25,000.00	30,250.00	
Albany & Susqueh'a 1st m, 6 p. c.,	25,000.00	33,750.00	
Detroit & Bay City 1st m., 8 p. c.,	20,000.00	26,600.00	
MISCELLANEOUS —			
Farmers Loan & Trust Co. stk.,	10,000.00	45,000.00	
New York con. dock 3 p. c. bds.,	100,000.00	112,000.00	
Cons. Gas Co. of N. Y. 5 p.c. bds.,	20,000.00	21,400.00	
Totals,	$1,513,000.00	$1,790,862.50	1,790,862.50
Cash in Company's principal offices,			5,533.15
Cash in bank,			185,920.54
Interest due and accrued on bonds,			6,783.33
Gross premiums in due course of collection,			198,542.66
Assets of the Company at their actual value,			$2,217,642.18

III. LIABILITIES.

Losses adjusted and unpaid,	$70,401.72	
Losses reported and unadjusted,	64,810.00	
Losses resisted,	14,650.00	
Gross amount of unpaid losses,	$149,861.72	
Deduct reinsurance,	5,840.20	
Net amount of unpaid losses,		$144,021.52
Unearned premiums on risks, one year or less,	$570,693.28	
Unearned premiums on risks, more than one year,	608,140.04	
Unearned premiums as computed above,		1,178,833.32
Commissions and brokerage,		30,136.08
Drafts for losses, not presented,		3,859.97
All other liabilities,		5,000.00
Special deposits in other States in excess of present liabilities therein,		175,658.06
Total liabilities, except statutory deposit and surplus,		$1,537,508.95

Statutory deposit,	200,000.00
Surplus beyond all liabilities,	480,133.23
Total liabilities, including deposit and surplus,	$2,217,642.18

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,827,485.69	
Deduct reinsurance, rebate, abatement, and return premiums,	351,561.67	
Actual cash premiums,		$1,475,924.02
Interest on bonds, and dividends on stocks,		78,135.17
Rents,		2,039.86
Received from home office,	$38,712.50	
Actual cash income,		$1,556,099.05

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $121,438.46 occurring in previous years),	$943,461.71	
Deduct salvage and reinsurance,	63,301.48	
Net amount paid for losses,		$880,160.23
Commissions and brokerage,		221,612.58
Salaries and fees,		103,142.72
Taxes,		43,526.26
All other payments,		90,110.05
Remitted home office,	$186,452.71	
Actual cash expenditure,		$1,338,551.84

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$209,010,899	$2,295,461.11
Written or renewed during the year,	165,432,109	1,823,467.66
Totals,	$374,443,008	$4,118,928.77
Deduct those expired and marked off,	160,272,179	1,753,527.13
In force at the end of the year,	$214,170,829	$2,365,401.64
Deduct amount reinsured,	7,261,455	72,153.87
Net amount in force,	$206,909,374	$2,293,247.77

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$95,271,857	$1,141,386.60	1-2	$570,693.28
1888....	Two years, ...	553,056	4,379.60	1-4	1,094.90
1889....		703,086	6,064.42	3-4	4,548.32
1887....	Three years, ...	15,319,867	149,887.08	1-6	24,981.18
1888....		19,036,560	180,261.70	1-2	90,130.84
1889....		22,973,217	216,299.94	5-6	180,249.94
1886....	Four years,....	466,844	4,823.00	1-8	602.87
1887....		470,615	4,499.67	3-8	1,687.38
1888....		436,336	3,983.82	5-8	2,489.84
1889....		631,296	5,868.52	7-8	5,134.91
1885....	Five years,.....	8,518,299	96,195.31	1-10	9,619.54
1886....		10,818,287	117,057.02	3-10	35,117.11
1887....		11,410,996	126,276.68	1-2	63,138.33
1888....		10,331,365	116,218.14	7-10	81,352.70
1889....		9,928,993	119,380.47	9-10	107,442.43
1886 ...	Six years,.....	5,000	30.00	5-12	12.50
1888....		3,200	27.30	9-12	20.47
1888....	Seven years, ...	10,000	337.50	11-14	265.18
1889....		7,000	175.00	13-14	162.50
1888....	Ten years,.....	3,500	21.00	17-20	17.85
1889....		10,000	75.00	19-20	71.25
Totals, ...		$206,909,374	$2,293,247.77		$1,178,833.32

Premiums received in U. S. since the admission of the Company, $22,220,863.00
Losses paid in the U. S. since the admission of the Company,.. 14,121,790.00
Losses incurred during the year,..... 890,374.21

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,.....	$126,000.00	$75,269.45	$50,730.55
Oregon,.....	63,000.00	6,761.77	56,238.23
Virginia,.....	63,000.00	28,518.95	34,481.05
Georgia,.....	31,500.00	14,375.00	17,125.00
Mississippi, ...	26,300 00	30,240.00	.....
Dakota, ...	31,500.00	14,416.77	17,083.23
Totals,.....	$341,300.00	$169,581.94	$175,658.06

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$3,032,759.00
Premiums received,.....	26,644.46
Losses paid,.....	9,901.87
Losses incurred,.....	9,031.01

UNITED STATES BRANCH OF THE ROYAL INSURANCE COMPANY,

LIVERPOOL, ENGLAND.

Admitted to the United States, September, 1851.

Resident Manager, E. F. BEDDALL, 50 Wall Street, New York City.

Trustees—JACOB D. VERMILYE, HENRY PARISH, AND OSGOOD WELCH, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par), ... $235,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered, ... $1,818,200.10

Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS—		
United States 4 p. c. reg., ...	$560,000.00	$705,600.00
RAILROAD BONDS—		
Brooklyn & Montauk 1st m. 5 p.c.	25,000.00	28,000.00
L. S. & Mich. So. 1st m. 7 p. c...	100,000.00	128,500.00
Albany & Susqu. 1st m. 6 p. c...	100,000.00	123,000.00
N. Y. C. & H. R. 1st m. 7 p. c...	100,000.00	133,500.00
Chi., Mil & St. P. 1st m. 7 p. c...	100,000.00	125,000.00
Del. & Hud. Can. Co. 1st m. 7 p.c.	40,000.00	59,200.00
N. Y., Lac. & West. 1st m. 6 p.c.	100,000.00	139,000.00
N. Y. & Harlem con. 1st m. 7 p.c.	110,000.00	144,100.00
Illinois Central 1st m. 4 p. c.....	100,000.00	110,000.00
Chi. & No. West. 1st m. 7 p. c...	100,000.00	145,000.00
West Shore 1st m. 4 p. c.....	100,000.00	107,000.00
Chi., R. I. & Pac. 1st m. 6 p. c..	100,000.00	134,000.00
S. Bing. & N. Y. 1st m. 7 p. c...	50,000.00	67,500.00
Morris & Essex 1st m. 7 p. c.....	16,000.00	23,360.00

	Par Value.	Market Value.	
St. P., Minn & Man. 1st m. 6 p.c..	50,000.00	59,000.00	
P., Ft. W. & Chi. 1st m. 7 p. c..	14,000.00	20,300.00	
Chi., Bur. & Quincy 1st m. 7 p.c.	50,000.00	65,000.00	
Cin., In. St. L. & Chi. 1st m. 4 p.c.	100,000.00	102,000.00	
Mich. Cen. (D. & B.C.) 1st m. 5 p.c.	62,000.00	70,680.00	
Mich. Central 1st m. 7 p. c.....	8,000.00	10,400.00	
Rome, Wat. & Ogd. 1st m. 5 p. c.	25,000.00	27,875.00	
N. Y., Chi. & St. L. 1st m. 4 p. c.	25,000.00	23,625.00	
Central of N. J. 5 p. c.....	25,000.00	27,875.00	
U. N. J. R. R. & Canal Co. 4 p.c.	200,000.00	218,000.00	
Totals,.....	$2,260,000.00	$2,797,515.00	2,797,515.00

Loans on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
N. Y., C. & St. L. R.R. 1st m. b.	$44,000	$41,360	$50,000	
West Shore R. R. 1st m. bonds,	20,000	28,000		
Totals,.....	$64,000	$62,160	$50,000	50,000.00
Cash in Company's principal office,.....				1,496.81
Cash in bank,.....				221,375.28
Interest due and accrued on bonds,.....				5,600.00
Interest due and accrued on collateral loan,.....				8.33
Gross premiums in due course of collection,.....				495,397.48
Rents due and accrued,.....				13,091.07
Reinsurance due,.....				1,030.15
All other property,.....				3,021.75
Premiums unpaid (more than three months due),.			$31,789.51	
Instalment notes owned by Company,...			2,986.65	
Assets of the Company at their actual value,.....				$5,406,735.97

III. LIABILITIES.

Losses adjusted and unpaid,.....	$15,675.65	
Losses reported and unadjusted,.....	343,784.79	
Losses resisted,.....	53,913.00	
Gross amount of unpaid losses,.....	$413,373.44	
Deduct reinsurance,.....	95,492.28	
Net amount of unpaid losses,.....		$317,881.16
Unearned premiums on risks, one year or less,...	$1,127,353.71	
Unearned premiums on risks, more than one year,	1,420,825.15	
Unearned premiums as computed above,.....		2,548,178.86
Reclaimable on perpetual premiums,.		123,928.91
Commissions and brokerage,.....		94,022.54
Reserve for life department,...		127,000.00
Due for salaries, rent, advertising, etc.,.....		2,767.64
Taxes,.....		10,646.65

Return premiums and reinsurance,		97,217.59
All other demands,		458.07
Special deposits in other States in excess of present liabilities therein,		55,450.28
Total liabilities, except statutory deposit and surplus,		$3,377,551.70
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		1,829,184.27
Total liabilities, including deposit and surplus,		$5,406,735 97

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$3,943,524.85	
Deduct reinsurance, rebate, abatements, and return premiums,	864,312.92	
Actual cash premiums,		$3,079,211.93
Interest on bonds,		116,113.42
Rents,		81,414.53
Deposit premiums, received for perpetual risks,	$21,595.05	
Received from home office,	143,896.35	
Actual cash income,		$3,276,739.88

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $242,762.06 occurring in previous years),	$2,023,075.33	
Deduct salvage and reinsurance,	287,151.16	
Net amount paid for losses,		$1,735,924.17
Commissions and brokerage,		562,846.62
Salaries and fees,		159,376.61
Taxes,		69,552.88
All other payments,		244,140.26
Deposit premiums on perpetual risks returned,	$4,704.75	
Remitted home office,	383,257.18	
Actual cash expenditure,		$2,771,840.54

VI. MISCELLANEOUS.

Risks and Premiums (excluding Perpetuals).

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$505,460,418.06	$4,766,932.80
Written or renewed during the year,	493,239,065.21	4,026,009.16
Totals,	$998,699,483 27	$8,792,941.96
Deduct those expired and marked off,	430,282,562.50	3,551,971.43
In force at the end of the year,	$568,416,920.77	$5,240,970.53
Deduct amount reinsured,	61,349,396.61	415,892.47
Net amt. in force, except perpetuals,	$507,067,524.16	$4,825,078.06

	Amount of Risks.	Total Deposit.	Reclaimable.
Perpetual risks,	$5,155,518.09	$130,451.49	$123,928.91

Recapitulation of Fire Risks and Premiums (excluding Perpetuals).

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$231,453,375.66	$2,249,489.38	1-2	$1,124,744 69
1888....	Two years, ...	5,476,915.39	31,888.42	1-4	7,972.10
1889....		4,753,553.67	33,551.65	3 4	25,163.73
1887....	Three years,....	37,359,130.25	317,140.31	1-6	52,856.71
1888....		49,577,404.01	396,550.17	1-2	198,275.08
1889....		59,455,397.62	483,799.61	5-6	403,166.34
1886....	Four years,....	759,188.32	8,852.22	1-8	1,106.52
1887....		1,013,000 36	9,360.33	3 8	3,510.12
1888....		1,371,816.26	11,965.45	5 8	7,478.40
1889....		1,778,731.14	15,403.34	7-8	13,477.92
1885....	Five years, . ..	14,060,215.81	165,291.14	1-10	16,529.11
1886....		18,123,090.10	205,766.62	3-10	61,729.98
1887....		24,532,764.34	256,085.94	1-2	128,042.96
1888....		27,943,377.09	289,821.73	7-10	202,875.21
1889....		27,762,646.44	313,750.19	9-10	282,375.15
Various dates.	Six years,.....	69,604.71	936.46		498.38
	Seven years,...	916,278.00	21,616.94		9,396.16
	Eight years, ...	10,000.00	2,215.00		702.18
	Nine years,....	12,000.00	300.00		83.33
	Ten years,.....	622,984.99	10,972.69		5,375.83
	Eleven years,..	500.00	8.75		5.17
	Fifteen years,..	15,550.00	311.72		204.77
	Totals,.....	$507,067,524.16	$4,825,078.06		$2,545,569.84

Premiums received since 1873 in the United States,.....	$36,183,830.12
Total amount of losses paid since 1873 in the United States,....	20,096,450.45
Losses incurred during the year,.....	1,763,303.27

Special deposits elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,.....	$127,000.00	$297,415.06	.....
Virginia,.....	63,500.00	62,575.34	$924.66
Georgia,.....	31,750.00	39,622.17	.....
Oregon,.....	63,500.00	8,974.38	54,525.62
Totals,.....	$285,750.00	$408,586.95	$55,450.28

Business in Connecticut, 1889.

Fire risks taken (no inland),.....	$3,184,042.62
Premiums received,.....	33,598.33
Losses paid,.....	16,311.19
Losses incurred,.....	16,311.19

UNITED STATES BRANCH OF THE SCOTTISH UNION AND NATIONAL INSURANCE COMPANY,

EDINBURGH, SCOTLAND.

Admitted to the United States, October, 1880.

Resident Manager, M. BENNETT, JR., Hartford, Conn.

Trustees — ALEXANDER TAYLOR of New York City; HENRY C. ROBINSON, JOHN R. REDFIELD, Hartford.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,		$ 801,250.00
Interest due and accrued on bond and mortgage loans,		14,281.91
Value of lands mortgaged,	$902,000.00	
Buildings (insured for $778,200),	978,600.00	
Total,	$1,880,600.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
U. S., STATE, AND CANADA B'DS—			
United States 4 p. c., reg.,	$50,000.00	$63,000.00	
Ohio funded debt,	100,000.00	106,861.65	
Georgia,	25,000.00	28,750.00	
Canada inscribed stock, 4. p c.,	97,333.33	107,066.66	
COUNTY AND MUNICIPAL BONDS—			
New York City 3 p. c.,	200,000.00	208,000 00	
County of Middlesex debentures,	50,000.00	57,919.18	
City of Toronto,	50,000.00	52,843.86	
City of Richmond,	25,000.00	25,812.50	
RAILROAD BONDS—			
Ontario Railway subsidy,	51,912.00	35,240.83	
MISCELLANEOUS—			
Freehold Loan & Sav. Co. deb.,	25,000.00	24,333.33	
Land Security Co. debenture,	25,000.00	25,000.00	
Totals,	$699,245.33	$734,828.01	734,828.01

Cash in Company's principal office,	576.20
Cash in bank,	61,709.70
Interest due and accrued on bonds,	3,750.00
Gross premiums in due course of collection,	49,076.50
Due for reinsurance,	8,286.48
Assets of the Company at their actual value,	$1,673,758.80

III. LIABILITIES.

Losses adjusted and unpaid,	$28,073.50	
Losses reported and unadjusted,	27,740.00	
Losses resisted,	4,212.08	
Gross amount of unpaid losses,		$60,025.58
Unearned premiums on risks, one year or less,	$181,996.59	
Unearned premiums on risks, more than one year,	158,965.76	
Unearned premiums as computed above,		340,962.35
Commissions and brokerage,		8,547.55
Special deposits in other States and countries in excess of present liabilities therein,		202,579.59
Total liabilities, except statutory deposit and surplus,		$612,115.07
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		861,643.73
Total liabilities, including deposit and surplus,		$1,673,758.80

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$973,986.00	
Deduct reinsurance, rebate, abatements, and return premiums,	471,110.19	
Actual cash premiums,		$502,875.81
Interest on mortgages of real estate,		39,441.80
Interest on bonds,		22,009.24
Received from home office,	$89,052.00	
Actual cash income,		$564,326.85

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $40,004.55 occurring in previous years),		$354,033.00
Commissions and brokerage,		84,881.93
Salaries and fees,		30,057.92
Taxes,		16,398.83
All other payments,		19,168.97
Remitted home office,	$25,168.82	
Actual cash expenditure,		$504,540.65

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$82,826,496	$948,408.23
Written or renewed during the year,	90,444,133	967,121.42
Totals,	$173,270,629	$1,915,529.65
Deduct those expired and marked off,	83,662,406	915,238.90
In force at the end of the year,	$89,608,223	$1,000,290.75
Deduct amount reinsured,	29,274,903	349,118.46
Net amount in force,	$60,333,320	$651,172.29

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889	One year or less,	$32,465,868	$363,993.18	1-2	$181,996.59
1888	Two years,	259,677	2,065.69	1-4	516.42
1889		227,460	2,176.20	3-4	1,632.15
1887	Three years,	5,673,987	55,948.81	1-6	9,324.80
1888		7,211,633	68,447.96	1-2	34,223.98
1889		7,942,766	75,697.01	5-6	63,080.85
1886	Four years,	33,188	410.36	1-8	51.30
1887		203,578	1,591.54	3-8	596.82
1888		237,553	1,360.97	5-8	850.60
1889		326,875	2,380.32	7-8	2,082.78
1885	Five years,	504,461	6,174.69	1-10	617.47
1886		746,346	11,395.89	3-10	3,418.77
1887		1,291,541	17,106.76	1-2	8,553.38
1888		1,602,126	20,820.82	7-10	14,574.56
1889		1,606,261	21,602.09	9 10	19,441.88
Totals,		$60,333,320	$651,172.29		$340,962.35

Premiums received in U. S. since the admission of the Company,	$3,781,468.22
Losses paid in U. S. since the admission of the Company,	2,174,949.70
Losses incurred during the year,	367,737.32

Special deposits elsewhere for the exclusive protection of policy-holders there :—

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio,	$106,861.65	$14,395.29	$92,466.36
Oregon,	63,000.00	12,160.00	50,840.00
Georgia,	28,750.00	9,843.03	18,906.97
Virginia,	25,812.50	20,869.86	4,942.64
Canada,	107,066.66	71,643.04	35,423.62
Totals,	$331,490.81	$128,911.22	$202,579.59

Business in Connecticut, 1889.

Fire risks taken (no inland),	$1,850,600.00
Premiums received,	18,972.49
Losses paid,	2,503.99
Losses incurred,	2,398.99

UNITED STATES BRANCH OF THE SUN FIRE OFFICE,

LONDON, ENGLAND.

Admitted to the United States, October, 1881.

Resident Manager, J. J. GUILE, 30 Nassau Street, New York City.

Trustees — WILLIAM A. WHEELOCK, JOHN J. McCOOK, New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$149,756.23
Loans on bond and mortgage (first liens), not more than one year's interest due,		678,000.00
Interest due and accrued on bond and mortgage loans,		11,750.01
Value of lands mortgaged,	$771,500.00	
Buildings (insured for $636,500),	503,000.00	
Total,	$1,274,500.00	

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 6 p. c., 1899,	$300,000.00	$378,000.00	
United States 4 p. c., reg. 1907,	204,000.00	258,060.00	
Totals,	$504,000.00	$636,060.00	636,060.00
Cash in Company's principal office,			4,875.59
Cash in bank,			240,840.06
Interest due and accrued on bonds,			11,040.00
Interest due and accrued on bank balances,			2,500.00
Gross premiums in due course of collection,			221,509.16
Assets of the Company at their actual value,			$1,956,331.05

III. LIABILITIES.

Losses adjusted and unpaid,	$45,903.49	
Losses reported and unadjusted,	66,107.00	
Losses resisted,	12,810.00	
Gross amount of unpaid losses,		$124,820.49
Unearned premiums on risks, one year or less,	$443,989.72	
Unearned premiums on risks, more than one year,	517,332.96	
Unearned premiums as computed above,		961,322.68
Commissions and brokerage,		25,175.00
Due for salaries, rent, advertising, etc.,		525.00
Return premiums,		26,878.00
Special deposits in other States in excess of present liabilities therein,		92,740.09
Total liabilities, except statutory deposit and surplus,		$1,231,461.26
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		524,869.79
Total liabilities, including deposit and surplus,		$1,956,331.05

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,499,476.76	
Deduct reinsurance, rebate, abatement, and return premiums,	288,099.76	
Actual cash premiums,		$1,211,377.00
Interest on mortgages of real estate,		41,692.97
Interest on bonds,		31,098.78
Received from home office,	Nothing.	
Actual cash income,		$1,284,168.75

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $104,333.33 occurring in previous years),	$850,764.82	
Deduct salvage and reinsurance,	55,664.26	
Net amount paid for losses,		$795,100.56
Commissions and brokerage,		210,064.53
Salaries and fees,		64,876.94
Taxes,		26,176.31
All other payments,		116,187.32
Remitted home office,	$99,342.94	
Actual cash expenditure,		$1,212,405.66

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$191,301,946	$1,907,895.21
Written or renewed during the year,	147,303,351	1,583,133.43
Totals,	$338,605,297	$3,491,028.64
Deduct those expired and marked off,	139,936,883	1,500,935.19
In force at the end of the year,	$198,668,414	$1,990,093.45
Deduct amount reinsured,	7,551,600	76,674.00
Net amount in force,	$191,116,814	$1,913,419.45

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$79,744,372	$887,979.44	1-2	$443,989.72
1887....	Three years, ...	17,715,533	162,027.00	1-6	27,004.50
1888....		22,182,269	202,062.06	1-2	101,031.03
1889....		22,423,941	183,961.15	5-6	153,300.96
1885....	Five years,.....	10,104,112	105,479.59	1-10	10,547.96
1886....		10,689,939	105,303.25	3-10	31,590.97
1887....		8,095,970	65,521.68	1-2	32,760.84
1888....		10,463,254	99,400.22	7-10	69,580 15
1889....		9,697,424	101,685.06	9-10	91,516.55
Totals, ...		$191,116,814	$1,913,419.45		$961,322.68

Premiums received in U. S. since the admission of the Company,	$8,340,906.00
Losses paid in U. S. since the admission of the Company, ...	5,380,891.00
Losses incurred during the year, ...	814,411.00

Special deposits elsewhere for the exclusive protection of policy-holders there: —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Ohio, ...	$126,000.00	$49,459.64	$76,540.36
Virginia, ...	12,600.00	20,110.28	.....
Georgia, ...	31,500.00	15,300.27	16,199.73
Totals, ...	$170,100.00	$84,870.19	$92,740.09

Business in Connecticut, 1889.

Fire risks taken (no inland), ...	$1,587,150.00
Premiums received, ...	14,443.00
Losses paid, ...	2,668.00
Losses incurred, ...	2,724.00

UNITED STATES BRANCH OF THE TRANSATLANTIC FIRE INSURANCE COMPANY,

HAMBURG, GERMANY.

Admitted to the United States, September, 1878.

Resident Manager, E. HARBERS, No. 62 Liberty Street, New York City.

Trustees, CHARLES M. FRY, JAMES SELIGMAN, PAUL LICHTENSTEIN, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of policy-holders (par),	$225,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States, 4 p. c. reg.,	$225,000.00	$285,750.00	
MUNICIPAL BONDS—			
City of Richmond, 4 p. c.,	10,000.00	10,100.00	
RAILROAD BONDS—			
Pennsylvania, 4½ p. c. reg.,	10,000.00	11,100.00	
West Shore, guar., 4 p. c. reg.,	10,000.00	10,600.00	
Phil. & Reading, gen. m. 4 p. c.,	10,000.00	8,900.00	
St. Louis & San Francisco, 1st m. 5 p. c. trust,	10,000.00	9,100.00	
Chi., R. I. & Pac. 1st m. reg., 5 p. c.,	10,000.00	10,700.00	
Atlantic & Pacific, guar. 4 p. c.,	10,000.00	7,400.00	
Northern Pacific, 1st m. 6 p. c.,	10,000.00	11,800.00	
Ill. Central, 4 p. c., 1952,	10,000.00	10,100.00	
St. Paul, Minn. & Man., 4½ p. c.,	10,000.00	10,175.00	
West'n, N. Y. & Penn., 1st m. 5 p. c.,	10,000.00	9,500.00	
MISCELLANEOUS—			
Western Union, 5 p. c. coll. trust bonds,	10,000.00	10,300.00	
Penn. Equip't, 4 p. c. trust bds.,	10,000.00	10,000.00	
Totals,	$355,000.00	$415,525.00	$415,525.00

Loan on Collateral.

	Par Value.	Market Value.	Amt. Loaned.	
Canadian South'n 1st m. 5 p. c.,	$12,000	$12,960		
Phila.& Read'g, gen. m. 4 p.c.,	14,000	12,460		
Texas Pacific, 1st m. 5 p. c.,..	12,000	10,890	$50,000	
Chi., Mil. & St. P., 1st m.5 p.c.,	16,000	17,120		
Missouri Pacific stock,.....	10,000	7,200		
	$64,000	$60,630	$50,000	50,000.00

Cash in Company's principal office,.....	470.73
Cash in bank,.....	25,442.32
Gross premiums in due course of collection,.....	31,162.42
Assets of the Company at their actual value,.....	$522,600.47

III. LIABILITIES.

Losses adjusted and unpaid,.....	$14,598.50	
Losses reported and unadjusted,.....		
Losses resisted,.....	5,217.50	
Gross amount of unpaid losses,.....		$19,816.00
Unearned premiums on risks, one year or less,...	$110,653.15	
Unearned premiums on risks, more than one year,	49,275.82	
Unearned premiums as computed above,.....		159,928.97
Commissions and brokerage,.....		5,193.74
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except statutory deposit and surplus,..		$184,938.71
Statutory deposit,.....		200,000.00
Surplus beyond all liabilities,.....		137,661.76
Total liabilities, including deposit and surplus,.....		$522,600.47

IV. INCOME DURING THE YEAR.

Premiums received in cash,.....	$290,623.57	
Deduct reinsurance, rebate, abatement, and return premiums,.....	27,483.11	
Actual cash premiums,.....		$263,140.46
Interest on loans and bonds,.....		16,414.52
Received from home office,.....	Nothing.	
Actual cash income,.....		$279,554.98

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $16,302.25 occurring in previous years),.....	$148,346.56
Commissions and brokerage,.....	65,333.56

Salaries and fees,		16,880.57
Taxes,		5,536.37
All other payments,		17,461.85
Remitted home office,	$23,042.68	
Actual cash expenditure,		$253,558.91

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$24,367,200	$259,998.27
Written or renewed during the year,	29,358,917	291,826.94
Totals,	$53,726,117	$551,825.21
Deduct those expired and marked off,	23,992,119	246,924.92
Net amount in force,	$29,733,998	$304,900.29

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$21,468,069	$221,306.30	1-2	$110,653.15
1888....	Two years,	70,392	18.83	1-4	4.71
1889....		112,234	310.31	3-4	232.73
1887....	Three years,	1,632,147	16,787.50	1-6	2,797.92
1888....		1,950,489	19,177.52	1-2	9,588.76
1889....		2,957,574	27,875.82	5-6	23,229.85
1886....	Four years,	4,250	27.90	1-8	3.49
1887....		10,150	15.33	3-8	5.75
1888....		35,400	147.53	5-8	92.21
1889....		33,800	244.11	7-8	213.59
1885....	Five years,	188,350	1,645.38	1-10	164.54
1886....		118,915	1,962.96	3-10	588.89
1887....		139,833	1,892.80	1-2	946.40
1888....		268,590	4,080.14	7-10	2,856.09
1889....		743,805	9,531.98	9-10	8,578.79
Totals,		$29,733,998	$304,900.29		$159,928.97

Premiums received in U. S. since the admission of the Company,	$2,757,075.56
Losses paid in U. S. since the admission of the Company,	1,746,162.16
Losses incurred during the year,	146,542.81

Business in Connecticut, 1889.

Fire risks taken (no inland),	$625,656.00
Premiums received,	5,483.63
Losses paid,	1,421.50
Losses incurred,	1,421.50

UNITED STATES BRANCH OF THE UNITED FIRE RE-INSURANCE COMPANY,

MANCHESTER, ENGLAND.

Admitted to the United States, January, 1882.

Resident Manager, WILLIAM WOOD, 28 Nassau Street, New York City.

Trustees — JOSEPH STUART, ASHBEL GREEN, LOUIS FITZGERALD, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders (par),	$200,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4½ p. c.,	$200,000.00	$211,000.00	
RAILROAD BONDS —			
New York Elevated,	50,000.00	58,750.00	
Chicago, Mil. & St. Paul 6 p. c.,	50,000.00	59,000.00	
Chicago, Mil. & St. Paul 4 p. c.,	50,000.00	48,250.00	
Chicago, Rock Island & Pacific,	100,000.00	107,125.00	
Chicago & Northwestern,	100,000.00	97,000.00	
West Shore, guar.,	139,000.00	147,687.50	
N. Y. C. & H. R.,	50,000.00	55,750.00	
Totals,	$739,000.00	$784,562.50	$784,562.50
Cash in bank,			116,693.23
Gross premiums in due course of collection,			264,227.13
Assets of the Company at their actual value,			$1,165,482.86

III. LIABILITIES.

Losses adjusted and unpaid,	$127,870.00	
Losses reported and unadjusted,	None.	
Losses resisted,		
Gross amount of unpaid losses,		$127,870.00

Unearned premiums on risks, one year or less,	$380,206.29	
Unearned premiums on risks, more than one year,	177,028.33	
Unearned premiums as computed above,		557,234.62
Commissions and brokerage,		66,056.78
Special deposits in other States in excess of present liabilities therein,		None.
Total liabilities, except statutory deposits and surplus,		$751,161.40
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		214,321.46
Total liabilities, including deposit and surplus,		$1,165,482.86

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$1,086,377.57	
Deduct reinsurance, rebate, abatement, and return premiums,	154,568.58	
Actual cash premiums		$931,808.99
Interest on bonds,		38,544.38
Received from home office,	$40,000.00	
Actual cash income,		$970,353.37

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $110,535.00 occurring in previous years),	$735,352.64	
Deduct salvage and reinsurance,	11,120.00	
Net amount paid for losses,		$724,232.64
Commissions and brokerage,		200,572.94
Salaries and fees,		41,447.77
Taxes,		1,084.32
All other payments,		17,886.43
Actual cash expenditure,		$985,224.10

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$98,895,598	1,153,619.00
Written or renewed during the year,	114,111,670	1,215,912.01
Totals,	$213,007,268	$2,369,531.01
Deduct those expired and marked off,	121,085,462	1,271,555.91
In force at the end of the year,	$91,921,806	$1,097,975.10
Deduct amount reinsured,	58,993	1,489.06
Net amount in force,	$91,862,813	$1,096,486.04

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$58,431,096	$760,412.57	1-2	$380,206.29
1888....	Two years,.....	1,685,718	9,750.53	1-4	2,437.63
1889....		1,518,327	9,566.25	3-4	7,174.68
1887....	Three years, ...	5,682,839	56,417.15	1-6	9,402.86
1888....		7,344,112	73,514.37	1-2	36,757.18
1889....		6,147,350	60,549.99	5-6	50,458.32
1886....	Four years,....	640,528	4,743.31	1-8	592.91
1887....		238,591	2,415.18	3-8	905.69
1888....		215,278	2,090.06	5-8	1,306.29
1889...		498,054	3,518.78	7-8	3,078.93
1885....	Five years,.....	925,141	9,618.24	1-10	961.82
1886....		2,048,855	21,760.59	3-10	6,528.17
1887 ...		2,373,210	24,846.47	1-2	12,423.23
1888....		2,415,046	32,768.28	7-10	22,937.79
1889....		1,480,165	22,954.12	9-10	20,658.70
1887-'88-'89.	Over five years,	218,503	1,560.15	95-100	1,404.13
	Totals,.....	$91,862,813	$1,096,486.04		$557,234.62

Premiums received in U. S. since the admission of the Company, $8,453,416.00
Losses paid in U. S. since the admission of the Company,..... 5,685,850.00
Losses incurred during the year,..... 732,718.64

Business in Connecticut, 1889.

Fire risks taken (no inland), ...
Premiums received,.....
Losses paid,.....
Losses incurred,..... } Not any.

UNITED STATES BRANCH OF THE WESTERN ASSURANCE COMPANY,

TORONTO, CANADA.

Admitted to the United States, September, 1874.

Manager, J. J. KENNY, Toronto, D. of C.

Trustees — WILLIAM A. BOOTH, WILLIAM H. GUION, and ARTHUR B. GRAVES, all of New York City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of all policy-holders (par),	$300,000.00

II. ASSETS.

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES AND STATE BONDS —			
United States 4½ p. c., reg.,	$100,000.00	$105,000.00	
United States 4 p. c., reg.,	201,000.00	254,265.00	
Ohio, 3 p. c.,	100,000.00	102,500.00	
Georgia 4½ p. c.,	25,000.00	26,625.00	
MUNICIPAL BONDS —			
City of Richmond, Va., 4 p. c.,	40,000.00	41,200.00	
BANK STOCKS —			
Canadian Bank of Commerce,	40,000.00	49,600.00	
Imperial Loan & Investment Co.,	25,000.00	30,000.00	
Dominion Sav. & Investm't Co.,	15,000.00	13,500.00	
Canada Perm't Loan & Sav. Co.,	3,500.00	7,000.00	
Freehold Loan & Savings Co.,	9,500.00	15,390.00	
MISCELLANEOUS —			
Dominion of Canada stock,	141,350.00	148,417.50	
Cash dep., State of Mississippi,	15,000.00	15,000.00	
Cash deposit, N. Y. trustees,	23,000.00	23,000.00	
Totals,	$738,350.00	$831,497.50	$831,497.50
Cash in Company's principal office,			7.56
Cash in bank,			62,453.38
Gross premiums in due course of collection,			118,487.68
Bills receivable, not matured, taken for premiums,			39,169.46
Assets of the Company at their actual value,			$1,051,615.58

III. LIABILITIES.

Losses adjusted and unpaid,	$70,412.11	
Losses reported and unadjusted,		
Losses resisted,	4,800.00	
Gross amount of unpaid losses,	$75,212.11	
Deduct reinsurance,	None.	
Net amount of unpaid losses,		$75,212.11
Unearned premiums on risks, one year or less,	$287,608.14	
Unearned premiums on risks, more than one year,	186,121.40	
Unearned premiums on inland navigation risks,	31,221.54	
Unearned premiums on marine, ocean hull, time, and cargo risks,	13,268.27	
Unearned premiums as computed above,		518,219.35
Commissions and brokerage,		15,454.91
Special deposits in other States in excess of present liabilities therein,		106,207.59
Total liabilities, except statutory deposit and surplus,		$715,093.96
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		136,521.62
Total liabilities, including deposit and surplus,		$1,051,615.58

IV. INCOME DURING THE YEAR.

	Fire.	Marine and Inland.	
Premiums received in cash,	$1,021,241.91	$556,587.24	
Deduct reinsurance, rebate, abatement, and return premiums,	176,848.19	160,475.27	
Actual cash premiums,	$844,393.72	$396,111.97	$1,240,505.69
Interest on bonds, and dividends on stocks,			33,243.68
Actual cash income,			$1,273,749.37

V. EXPENDITURE DURING THE YEAR.

	Fire.	Marine and Inland.	
Amount paid for losses (including $80,264.52 occurring in previous years),	$580,446.79	$594,626.80	
Deduct salvage and reinsurance,	28,785.45	228,157.97	
Net amount paid for losses,	$551,661.34	$366,468.83	$918,130.17
Commissions and brokerage,			228,294.72
Salaries and fees,			26,600.00
Taxes,			26,771.39
All other payments,			91,778.68
Actual cash expenditure,			$1,291,574.96

VI. MISCELLANEOUS.

Risks and Premiums.

	Fire.	Premiums.
In force on the 31st day of December of the preceding year,	$71,153,896	$954,485.73
Written or renewed during the year,	73,783,697	1,009,312.06
Totals,	$144,937,593	$1,963,797.79
Deduct those expired and marked off,	74,107,456	997,675.54
In force at the end of the year,	$70,830,137	$966,122.25
Deduct amount reinsured,	2,794,642	43,425.27
Net amount in force,	$68,035,495	$922,696.98

	Marine and Inland.	Premiums.
In force at the end of the year,	$2,249,074	$75,711.37

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$42,008,714	$575,216.29	1-2	$287,608.14
1887....	Three years, ...	5,543,776	72,814.77	1-6	12,135.79
1888....		6,230,453	79,961.29	1-2	39,980.65
1889....		7,413,613	98,486.33	5-6	82,071.94
1885....	Five years, ...	954,470	14,932.99	1-10	1,493.29
1886....		1,349,945	20,284.68	3-10	6,085.40
1887....		1,324,808	19,648.09	1-2	9,824.05
1888....		1,488,635	13,435.05	7-10	9,404.53
1889....		1,721,081	27,917.49	9-10	25,125.75
Totals,		$68,035,495	$922,696.98		$473,729.54

Premiums received in U. S. since the admission of the Company,	$11,910,143.44
Losses paid in U. S. since the admission of the Company,	8,055,868.21
Losses incurred during the year (fire, $545,125.50; marine and inland, $359,793.59),	904,919.09

Special deposits elsewhere for the exclusive protection of policyholders there : —

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Georgia,	$26,625.00	$11,100.87	$15,524.13
Ohio,	102,500.00	31,963.65	70,536.35
Virginia,	41,200.00	21,052.89	20,147.11
Mississippi,	27,650.00	29,551.89	.....
Totals,	$197,975.00	$93,669.30	$106,207.59

Business in Connecticut, 1889.

Fire risks taken (no inland),	$232,148.00
Premiums received,	2,523.89
Losses paid,	1,073.48
Losses incurred,	1,073.48

MARINE

INSURANCE COMPANY

OF ANOTHER COUNTRY.

ABSTRACT COMPILED FROM ITS ANNUAL STATEMENT,
SHOWING ITS CONDITION ON THE 31ST
DAY OF DECEMBER, 1889.

UNITED STATES BRANCH OF THE MARINE INSURANCE COMPANY (LIMITED),

LONDON, ENGLAND.

Admitted to the United States, July, 1888.

Resident Manager, PERCY CHUBB, No. 77 Beaver Street, N. Y. City.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in United States for security of policy-holders (par),	$300,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States, 4 p. c., reg.,	$400,000.00	$508,000.00	$508,000.00
Cash in bank,			27,841.54
Gross premiums in due course of collection,			80,327.40
Bills receivable, not matured, taken for premiums,			1,735.50
Reinsurance due,			6,496.59
Assets of the Company at their actual value,			$624,401.03

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$57,763.40	
Losses resisted,	None.	
Gross amount of unpaid losses,	$57,763.40	
Deduct reinsurance,	4,966.46	
Net amount of unpaid losses,		$52,796.94
Unearned premiums on inland navigation risks,	$4,050.38	
Unearned premiums on marine risks,	31,436.62	
Unearned premiums as computed above,		35,487.00
Commissions and brokerage,		5,250.92
Taxes,		7,500.00
Reinsurance,		37,544.24
Special deposit in Ohio in excess of present liability therein,		127,000.00
Total liabilities, except statutory deposit and surplus,		$265,580.10
Statutory deposit,		200,000.00
Surplus beyond all liabilities,		158,820.93
Total liabilities, including deposit and surplus,		$624,401.03

IV. INCOME DURING THE YEAR.

	Marine.	
Premiums received in cash,	$503,376.78	
Deduct reinsurance, rebate, abatement, and return premiums,	223,245.25	
Actual cash premiums,		$280,131.53
Interest on bonds,		None.
Received from home office,	Nothing.	
Actual cash income,		$280,131.53

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $32,052.99 occurring in previous years),	$195,935.14	
Deduct salvage and reinsurance,	95,873.54	
Net amount paid for losses,		$100,061.60
Commissions and brokerage,		38,946.87
Salaries and fees,		15,994.57
Taxes,		6,968.57
Remitted home office,	$94,481.30	
Actual cash expenditure,		$161,971.61

VI. MISCELLANEOUS.

Risks and Premiums.

	Marine.	Premiums.
In force on the 31st day of December of the preceding year,	$5,991,759	$48,513.33
Written or renewed during the year,	157,000,667	495,070.09
Totals,	$162,992,426	$543,583.42
Deduct those expired and marked off,	149,100,472	482,406.96
In force at the end of the year,	$13,891,954	$61,176.46
Deduct amount reinsured,	5,621,240	21,639.08
Net amount in force,	$8,270,714	$39,537.38

Premiums received in U. S. since the admission of the Company,	$822,093.00
Losses paid in U. S. since the admission of the Company,	302,025.00
Losses incurred during the year,	120,805.00

Special deposit elsewhere for the exclusive protection of policyholders there:—

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Ohio,	$127,000.00	None.	$127,000.00

Business in Connecticut, 1889.

Marine and inland risks taken,	$401,570.00
Premiums received,	1,982.43
Losses paid,	None.
Losses incurred,	None.

CASUALTY

INSURANCE COMPANIES

OF THIS STATE.

ABSTRACTS COMPILED FROM THEIR ANNUAL STATEMENTS, SHOWING THEIR CONDITION ON THE 31ST DAY OF DECEMBER, 1889.

CONNECTICUT MUTUAL STEAM BOILER INSPECTION AND INSURANCE COMPANY,

WATERBURY, CONN.

Commenced Business, September, 1886.

H. L. WADE, *President.* C. H. BRONSON, *Secretary.*

I. ASSETS.

Amount of cash loans,		$894.22
Cash in Company's office,		100.93
Cash due for premiums unpaid and in course of collection,		None.
Gross assets, except premium notes,		$995.15
Premium or deposit notes held by the Company (being 75 in number), which are liable to future assessment for payment of claims, deducting the amount already assessed or collected thereon,	$11,238.75	

II. LIABILITIES.

Losses adjusted and unpaid, Losses reported and unadjusted, Losses resisted,	None.	
Gross premiums on outstanding risks,	$2,247.75	
Unearned premiums on reinsurance fund,		$1,123.87
Taxes due and accrued,		7.46
Gross liabilities,		$1,131.33

III. INCOME.

Premiums and inspection fees received in cash,	$2,297.75	
Deduct reinsurance and return premiums,	None.	
Actual cash premiums and inspection fees,		$2,297.75
Interest and dividends,		62.30
Gross cash income,		$2,360.05
Premium or deposit notes liable to assessment received during the year,	$11,238.75	

IV. EXPENDITURE.

Losses,	None.
Commissions, brokerage, and inspections,	$29.47
Salaries and fees,	270.30
Inspection expenses,	951.20

Taxes,	7.46
Rent,	50.00
Cash premiums returned during the year as profits,	1,057.40
All other payments,	181.85
Gross cash expenditure,	$2,547.68

V. GENERAL ITEMS.

Risks outstanding at the end of the year,	$389,900.00
Risks written during the year (all for one year),	389,900.00
Risks terminated during the year,	273,150.00
Losses occurring during the year,	None.

HARTFORD COUNTY TOBACCO GROWERS MUTUAL INSURANCE COMPANY,

WINDSOR, CONN.

Commenced Business, June, 1887.

D. ELLSWORTH PHELPS, *President.* GEO. R. MAUDE, *Secretary.*

I. ASSETS.

Cash in Company's office,	$23.72
Cash in bank,	539.69
Cash due for premiums collected and in course of transmission,	164.02
Gross assets,	$727.43

II. LIABILITIES.

None.

III. INCOME.

Cash received for premiums,	$467.22
Gross cash income,	$467.22

IV. EXPENDITURE.

Losses,	None.
Commissions and brokerage,	$70.08
Salaries and fees,	50.00
All other payments,	17.40
Gross cash expenditure,	$137.48

V. GENERAL ITEMS.

Amount of risks outstanding at the end of the year,	Nothing.
Amount of risks written during the year,	$9,344.50
Amount of risks terminated during the year,	9,344.50
Losses occurring during the year,	None.

HARTFORD STEAM BOILER INSPECTION AND INSURANCE CO.,

HARTFORD, CONN.

Commenced Business, October, 1866.

J. M. ALLEN, *President.* J. B. PIERCE, *Secretary.*

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$1,000,000.00
Whole amount of capital actually paid up in cash,	500,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,		$2,414.88
Loans on bond and mortgage (first liens), not more than one year's interest due,		427,220.00
Loans on bond and mortgage (first liens), more than one year's interest due (of which $2,150 is in process of foreclosure),		2,150.00
Interest due and accrued on bond and mortgage loans,		9,136.70
Value of lands mortgaged,	$1,341,283.00	
Buildings (insured for $103,095),	274,380.00	
Total,		$1,615,663.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES AND STATE BONDS—		
United States 4 p. c.,	$2,000.00	$2,500.00
State of Connecticut 3½ p. c.,	100,000.00	110,000.00
MUNICIPAL AND COUNTY BONDS—		
Wooster, Ohio, city 5 p. c.,	10,000.00	10,800.00
Atchison, Kan., city park 6 p. c.,	15,000.00	16,200.00
Solomon, Kansas, city 7 p. c.,	5,000.00	5,500.00
Hutchinson, Kansas, city 6 p. c.,	12,000.00	12,600.00
Cullison, Kansas, city 7 p. c.,	6,500.00	7,150.00
Coolidge, Kansas, city 7 p. c.,	10,000.00	11,000.00
Evansville, Indiana, city 7 p. c.,	10,000.00	11,000.00
Council Bluffs, Iowa, city 6 p. c.,	10,000.00	11,000.00

	Par Value.	Market Value.
Winfield, Kansas, city 6 p. c.,...	10,000.00	10,500.00
Kansas City, Kansas, 7 p. c.,....	10,000.00	10,500.00
Leavenworth, Kansas, 6 p. c.,...	6,000.00	6,300.00
Horton, Kansas, 6 p. c.,.....	12,000.00	12,960.00
Medicine Lodge, Kansas, 6 p. c.,.	5,000.00	5,400.00
York, Nebraska, city 6 p. c.,....	10,000.00	10,500.00
Abilene City, Kansas, Board of Education, 6 p. c.,.....	12,000.00	12,600.00
Anthony City, Kansas, Board of Education, 6 p. c.,.....	12,500.00	13,750.00
Madrid, Iowa, School Dist., 7 p.c.,	3,500.00	3,675.00
Nebraska School, 6 p. c.,.....	1,000.00	1,020.00
Nebraska School, 7 p. c.,.....	12,355.00	12,972.75
Kansas School, 6 p. c.,.....	11,435.00	11,663.70
Kansas School, 7 p. c.,.....	5,000.00	5,250.00
Minnesota School, 7 p. c.,.....	1,400.00	1,470.00
Mason & Tazewell Dist., Ill., 7 p.c.	13,200.00	14,520.00
Lake Fork District, Ill., 7 p. c...	14,010.61	15,411.67
W. C. Special Dist., Ill., 6 p. c.,.	10,000.00	10,500.00
Big Slough Dist., Ill., 7 p. c.,...	15,000.00	16,500.00
Peoria, Ill., Township, 7 p. c.,..	5,000.00	5,000.00
Oxford, Kan., Township, 6 p. c.,	10,000.00	10,500.00
Oswego, Kan., Township, 6 p. c.,	10,000.00	10,500.00
Jefferson, Kan., Town., 6 p. c.,.	10,000.00	10,500.00
Reno, Kan., Township, 6 p. c.,..	15,000.00	15,750.00
Dexter, Kan., Township, 6 p. c.,	10,000.00	10,500.00
Haskell, Kan., Township, 7 p. c.,	5,000.00	5,500.00
Albion, Nebraska, Village, 7 p. c.,	6,500.00	7,150.00
School Creek Precinct, Clay Co., Nebraska, 6 p. c.,.....	5,000.00	5,250.00
Sutton Precinct, Clay Co., Neb., 6 p. c.,.....	5,000.00	5,250.00
Lewis Precinct, Clay County, Neb., 6 p. c.,.....	8,000.00	8,400.00
Pawnee Co., Kan., 6 p. c.,.....	11,000.00	11,550.00
Dickinson Co., Kan., 6 p. c.,....	15,000.00	15,750.00
Riley Co., Kan., 6 p. c.,.....	10,000.00	10,500.00
Lyon County, Iowa, 6 p. c.,.....	10,000.00	10,000.00
Columbus, Nebraska, 6 p. c.,....	10,000.00	10,100.00
Gladstone, Mich. City, 6 p. c.,...	10,000.00	10,500.00
Gladwin, Mich. City, 7 p. c., ...	7,000.00	7,700.00
RAILROAD BONDS —		
Dayton & Western, 6 p. c.,.....	15,000.00	17,250.00
Mahoning Coal R. R. Co., 5 p. c.,	10,000.00	11,000.00
Cin., Van Wert & Mich., 6 p. c.,.	12,000.00	13,200.00
RAILROAD STOCKS —		
N. Y., N. H. & Hartford,.....	12,000.00	29,400.00
Chicago, Burlington & Quincy,..	11,000.00	11,770.00
Chic., Mil. & St. Paul, pfd.,.....	10,000.00	11,400.00
Atchinson, Topeka & Santa Fe,..	10,000.00	3,400.00

	Par Value.	Market Value.	
Chicago, Rock Island & Pacific,.	11,000.00	10,780.00	
St. Louis & San Fran., 1st pfd.,.	10,000.00	9,500.00	
Chicago & Northwestern pfd.,...	10,000.00	14,200.00	
BANK STOCKS—			
City, Hartford,.....	4,000.00	4,000.00	
Hartford National, Hartford,....	8,600.00	13,416.00	
Security Company, Hartford,....	8,000.00	11,200.00	
American National, Hartford,...	5,000.00	6,500.00	
Far. & Mech. Nat'l, Hartford,...	7,100.00	7,668.00	
Ætna National, Hartford,.....	3,300.00	3,597.00	
MISCELLANEOUS—			
Arizona Canal Co. bonds, 8 p. c.,	10,000.00	10,500.00	
Totals,.....	$664,400.61	$732,424.12	732,424.12
Cash in Company's principal office,.....			1,535.63
Cash in bank,.....			50,628.82
Interest due and accrued on stocks,.....			15,507.99
Gross premiums in due course of collection,.....			102,887.45
Assets of the Company at their actual value,.....			$1,343,905.59

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted,.....	$19,669.87	
Losses resisted,.....	None.	
Gross amount of unpaid losses.....		$19,669.87
Unearned premiums on risks, one year or less,...	$49,311.90	
Unearned premiums on risks, more than one year,	706,765.57	
Unearned premiums and inspection fees,.....		756,077.47
Commissions and brokerage,.....		1,994.79
Due and accrued for rent,.....		625.00
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$778,367.13
Capital stock, ...		500,000.00
Surplus beyond all liabilities,.....		65,538.46
Total liabilities, including capital and surplus,.....		$1,343,905.59

IV. INCOME DURING THE YEAR.

Premiums and inspection fees received in cash,..	$639,675.86	
Deduct reinsurance, rebate, abatement, and return premiums,.....	71,115.18	
Actual cash premiums and inspection fees,.....		$568,560.68
Interest on mortgages of real estate,.....		27,860.85
Interest on loans and bonds, and dividends on stocks, ...		36,010.70
From all other sources, ...		2,213.11
Actual cash income,.....		$634,645.34

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $4,424.64 occurring in previous years),	$41,909.05
Cash dividends,	50,000.00
Commissions and brokerage,	148,780.77
Salaries and fees,	24,402.87
Taxes,	12,545.61
Inspection expenses,	186,742.17
All other payments,	98,320.51
Actual cash expenditure,	$562,700.98

VI. MISCELLANEOUS.

Risks and Premiums.

	Steam Boiler Risks.	Premiums thereon.
In force on the 31st day of December of the preceding year,	$91,102,143	$1,082,126.13
Written or renewed during the year,	64,959,800	625,752.21
Totals,	$156,061,943	$1,707,878.34
Deduct those expired and marked off,	34,861,253	380,485.96
Net amount in force,	$121,200,690	$1,327,392.38

Recapitulation of Steam Boiler Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$12,403,543	$98,628.80	1-2	$49,311.90
1888....	Two years,	385,600	2,939.21	1-4	734.80
1889....	Two years,	263,233	2,172.55	3 4	1,629.39
1887....	Three years,	18,751,971	234,370.76	1-6	39,061.79
1888....	Three years,	40,214,137	468,011.34	1-2	234,005.67
1889....	Three years,	47,204,482	494,354.80	5-6	411,962.30
1885....	Five years,	45,000	733.82	1-10	73.38
1886....	Five years,	5,000	150.00	3-10	45.00
1887....	Five years,	186,000	3,014.15	1-2	1,507.07
1888....	Five years,	1,036,724	14,867.70	7-10	10,407.39
1889....	Five years,	705,000	8,154.25	9-10	7,338.78
Totals,		$121,200,690	$1,327,392.38	...	$756,077.47

Premiums and inspection fees received since organization of Company,	$5,410,686 51
Losses paid since the Company organized,	392,145.75
Cash dividends paid stockholders,	439,750.00
Stock dividends declared,	140,000.00
Stock owned by directors at par value,	142,750.00
Losses incurred during the year,	55,654.28

Business in Connecticut, 1889.

Risks taken,	$4,152,582.00
Premiums received,	25,678.01
Inspection fees received,	11,004.86
Losses paid,	246.80
Losses incurred,	197.19

Fidelity and Casualty

INSURANCE COMPANIES

OF OTHER STATES.

ABSTRACTS COMPILED FROM THEIR ANNUAL STATEMENTS, SHOWING THEIR CONDITION ON THE 31ST DAY OF DECEMBER, 1889.

AMERICAN STEAM BOILER INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, November, 1883.

WM. K. LOTHROP, *President.* VINCENT R. SCHENCK, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$1,000,000.00
Whole amount of capital actually paid up in cash, ...	500,000.00

II. ASSETS.

Loans on bond and mortgage (first liens), not more than one year's interest due,.....		$53,000.00
Interest due and accrued on bond and mortgage loans, ...		936.88
Value of lands mortgaged,.....	$72,500.00	
Buildings (insured for $43,350),.....	44,000.00	
Total,.....	$116,500.00	

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.
UNITED STATES BONDS —		
United States 4 p. c.,.....	$190,000.00	$244,875.00
United States 4½ p. c.,.....	80,000.00	90,312.00
MUNICIPAL BONDS —		
City of New York cons. stock dock bonds,.....	100,000.00	107,000.00
City of Bayone water works, 1st mortgage 6 p. c.,.....	5,000.00	5,500.00
Danville City, Va., 1st m. 5 p. c.,	25,000.00	26,200.00
RAILROAD BONDS —		
Third ave. N.Y. City 5 p. c. 1. m.,	50,000.00	55,000.00
Chic. & So. West. 7 p. c. 1st m.,	10,000.00	13,000.00
N. Y. Cent. & Hud. R. 5 p. c. 1 m.,	10,000.00	11,500.00
Dul. & Mani. 6 p. c. 1st m.,.....	10,000.00	11,200.00
Union Pac. 6 p. c. 1st m.,.....	10,000.00	11,600.00
Central Pac. 6 p. c. 1st m.....	10,000.00	11,500.00
N.Y., Lack. & West. 5 p. c. 1st m.,	2,000.00	2,400.00
Morris & Essex 7 p. c. 1st m.,...	5,000.00	6,450.00
Kings Co. Ele. 5 p. c. 1st m.,....	25,000.00	26,250.00
Col., Hock. Val. & T. 5 p. c. 1 m.,	4,000.00	3,600.00

	Par Value.	Market Value.	
Atl. Ave., Bklyn., 5 p. c. 1st m.,.	10,000.00	11,000.00	
Buffalo & Erie 7 p. c. 1st m.,....	10,000.00	12,500.00	
Chic., R. I. & Pac. 5 p. c. 1st m.,	10,000.00	10,800.00	
Can. South. 5 p. c. 1st m.,.....	10,000.00	11,000.00	
Cent. N. J. 5 p. c. 1st m.,.....	20,000.00	23,500.00	
St. L., Ark. & Tex. 6 p. c. 1st m.,	5,000.00	4,900.00	
Mis. Pac. 6 p. c. 1st m.....	10,000.00	11,000.00	
Alb. & Susq. 6 p. c. 1st m.,.....	25,000.00	31,250.00	
Sec. Ave. N.Y. City, 5 p. c. 1st m.,	10,000.00	11,000.00	
St. L., I. M., Cairo, Ark. & Tex. 7 p. c. 1st m.,.....	5,000.00	5,250.00	
Railroad Stock—			
Orange Cross Town, Bloomfield,	3,500.00	7,500.00	
Bank Stocks—			
Knickb'ker Trust Co., N. Y. City,	7,000.00	12,600.00	
Chatham National, N. Y. City,..	9,550.00	31,037.00	
North River, N. Y. City,.....	12,000.00	18,000.00	
Amer. Ex. Nat., N. Y. City,....	4,000.00	6,600.00	
Nat. Broadway, N. Y. City,.....	6,825.00	21,157.00	
St. Nicholas, N. Y. City,.....	27,500.00	35,750.00	
Commercial Nat., N. Y. City,...	10,000.00	11,300.00	
Third Nat., N. Y. City,.....	24,000.00	31,200.00	
Miscellaneous—			
Long Dock, N. Y., 1st m. 6 p. c.,	10,000.00	12,500.00	
Lehigh & Wilkes. Coal Co., 1st 7s,	10,000.00	12,500.00	
Hols. Salt & Plas. Co., 1st m. 6p.c.,	25,000.00	35,000.00	
Penn. Boiler Ins. Co. stock, ...	29,500.00	19,850.00	
Manfts. Club of Phila. 5 p.c. 1st m.,	5,000.00	5,500.00	
Wheeling, Lake Erie & Pitts. Coal Co., 5 p. c. 1st m.,.....	20,000.00	19,000.00	
W. U. Tel. Co. stock,.....	30,000.00	25,675.00	
Con. Gas Co. of N. Y. stock,....	10,000.00	9,000.00	
Totals,.....	$894,875.00	$1,072,756.00	1,072,756.00
Cash in Company's principal office,.....			826.38
Cash in bank,.....			65,769.46
Interest due and accrued on stocks and bonds,.....			2,530.50
Gross premiums in due course of collection,.....			231,436.90
Gross assets of the Company,.....			$1,427,256.12
Deduct as inadmissible, insurance stock,.....			19,850.00
Assets of the Company at their actual value,.....			$1,407,406.12

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted, ...	$3,500.00	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....		$3,500.00

Unearned premiums on risks, one year or less,...	$77,851.59	
Unearned premiums on risks, more than one year,	504,260.83	
Unearned premiums as computed above,.....		582,112.42
Commissions and brokerage,.....		4,770.00
Special deposit in another State and country in excess of present liabilities therein,.....		21,986.06
Total liabilities, except capital and surplus,.....		$612,368.48
Capital stock,.....		500,000.00
Surplus beyond all liabilities,.....		295,037.64
Total liabilities, including capital and surplus,.....		$1,407,406.12

IV. INCOME DURING THE YEAR.

Premiums and inspection fees received in cash,..	$519,619.85	
Deduct reinsurance, rebate, abatement, and return premiums,.....	11,678.79	
Actual cash premiums and inspection fees, ...		$507,941.06
Interest on mortgages of real estate, ...		1,857.94
Interest on loans and bonds, and dividends on stocks,.....		53,396.21
Actual cash income, ...		$563,195.21

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including none occurring in previous years),.....	$28,550.82
Cash dividends,.....	80,000.00
Commissions and brokerage,.....	125,497.88
Salaries and fees,.....	30,073.97
Taxes,.....	11,240.12
Inspection expenses,.....	165,678.71
All other payments,.....	51,634.43
Actual cash expenditure,.....	$492,675.93

VI. MISCELLANEOUS.

Risks and Premiums.

	Steam Boiler Risks.	Premiums thereon.
In force on the 31st day of December of the preceding year,.....	$63,183,582	$732,998.42
Written or renewed during the year,.....	73,431,724	562,229.72
Totals, ...	$136,615,306	$1,295,228.14
Deduct those expired and marked off,.....	38,534,853	267,983.87
In force at the end of the year,.....	$98,080,453	$1,027,244.27

Recapitulation of Fire Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$15,925,424	$155,703.17	1-2	$77,851.59
1888....	Two years,.....	730,833	4,127.02	1-4	1,031.78
1889....		1,877,616	6,935.76	3-4	5,201.82
1887....	Three years,....	12,568,630	162,455.52	1-6	27,075.92
1888....		27,386,966	292,702.33	1-2	146,351.17
1889....		34,234,683	337,472.86	5-6	281,237.35
1886....	Four years,....	95,000	1,125.36	1-8	140.67
1887....		157,500	1,822.08	3-8	683.28
1888....		474,000	4,265.50	5-8	2,665.90
1889....		780,834	6,802.57	7-8	5,952.24
1885 ...	Five years,.....	178,000	3,398.80	1-10	339.88
1886....		25,000	400.00	3-10	120.00
1887....		812,000	15,080.33	1-2	7,540.17
1888....		2,220,800	27,685.05	7-10	19,379.53
1889....		613,167	7,267.92	9-10	6,541.12
Totals,.....		$98,080,453	$1,027,244.27	...	$582,112.42

Premiums and inspection fees received since organization of Company, ...	$1,694,114.04
Losses paid since the Company organized,.....	116,553.10
Cash dividends paid stockholders,.....	184,000.00
Stock dividends declared,.....	None.
Stocks owned by directors at par value,.....	281,300.00
Losses incurred during the year,.....	32,050.82

Special deposit elsewhere for the exclusive protection of policy-holders there:

State or Country.	Value of Deposits.	Total Liabilities therein.	Excess of Deposits.
Virginia,.....	$26,200.00	$18,485.50	$7,714.50
Canada, ...	25,600.00	11,328.44	14,271.56
Totals,.....	$51,800.00	$29,813.94	$21,986.06

Business in Connecticut, 1889.

Risks written,.....	$1,008,500.00
Premiums received,.....	6,399.38
Received for inspections,.....	2,742.57
Losses paid,.....	None.
Losses incurred,.....	None.

AMERICAN SURETY COMPANY,

NEW YORK CITY.

Commenced Business, April, 1884.

WILLIAM L. TRENHOLM, *President.* FREDERICK F. NUGENT, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock guaranty capital authorized,.....	$1,000,000.00
Whole amount of capital actually paid up in cash,.....	1,000,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...			$2,315.08
Loans on bond and mortgage (first liens), not more than one year's interest due,.....			32,571.09
Interest due and accrued on bond and mortgage loans,.....			None.
Value of mortgaged premises,.....	$62,000.00		
Buildings (insured for $18,000),.....	38,000.00		
Total,.....	$100,000.00		

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 p. c.,.....	$150,000.00	$189,750.00	
United States 4½ p. c.,.....	10,000.00	10,500.00	
MUNICIPAL BONDS—			
N. Y. city consolidated stock,...	100,000.00	101,000.00	
RAILROAD STOCKS—			
N. Y. C. & H. R. R. R.,..... ...	200,000.00	216,500.00	
Lake Shore & Mich. So., pref.,..	180,000.00	193,500.00	
MISCELLANEOUS—			
Western Union Tel. stock,.....	220,000.00	183,700.00	
Consoli'd Gas Co. of N.Y. stock,	50,000.00	46,000.00	
State Trust Co. of N. Y. stock,..	239,600.00	395,340.00	
Totals,.....	$1,149,600.00	$1,336,290.00	1,336,290.00

Loan on Collateral.

	Par Value.	Market Value.	Amount Loaned.	
Missouri Pacific R. R. stock,..	$40,000	$28,200	$25,000	
St. L., Iron Mount. & So. bds.,..	2,000	1,760		
Totals,.....	$42,000	$29,960	$25,000	25,000.00

Cash in Company's principal office,		391.49
Cash in bank,		18,380.72
Interest due and accrued on stocks and bonds,		6,883.33
Gross premiums in due course of collection,		40,492.02
Premiums unpaid (more than three months due),	$9,416.56	
Assets of the Company at their actual value,		$1,462,323.73

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$53,369.56	
Losses resisted,	5,000.00	
Net amount of unpaid losses,		$58,369.56
Unearned premiums on surety risks, one year or less,		312,787.38
Commissions and brokerage,		2,834.44
Special deposit in another country in excess of present liabilities therein,		49,410.15
Total liabilities, except capital and surplus,		$423,401.53
Capital stock,		1,000,000.00
Surplus beyond all liabilities,		38,922.20
Total liabilities, including capital and surplus,		$1,462,323.73

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$395,877.06	
Deduct reinsurance, rebate, abatement, and return premiums,	13,352.72	
Actual cash premiums,		$382,524.34
Interest on mortgages of real estate,		2,270.00
Interest on loans and bonds, and dividends on stocks,		62,058.05
Actual cash income,		$446,852.39

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $12,233.20 occurring in previous years),	$119,984.79	
Deduct salvage and reinsurance	31,076.73	
Net amount paid for losses,		$88,908.06
Cash dividends,		60,000.00
Commissions and brokerage,		27,292.61
Salaries and fees,		83,814.18
Taxes,		7,413.25
All other payments,		57,139.82
Actual cash expenditure,		$324,567.9

VI. MISCELLANEOUS.

Risks and Premiums.

	Surety Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$54,680,363	$356,413.36
Written or renewed during the year,	64,620,770	402,889.57
Totals,	$119,301,133	$759,302.93
Deduct those expired and marked off,	58,331,461	368,318.71
Net amount in force,	$60,969,672	$390,984.22

Premiums received since the organization of the Company,	$1,342,438.03
Losses paid since the Company organized,	325,960.21
Cash dividends paid stockholders,	150,000.00
Stock dividends declared,	None.
Stock owned by trustees at par value,	420,700.00
Losses incurred during the year,	156,205.43

Special deposit elsewhere for the exclusive protection of policyholders there: —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Canada,	$50,000.00	$589.85	$49,410.15

Business in Connecticut, 1889.

Surety risks written,	$685,000.00
Premiums received,	4,533.59
Losses paid,	None.
Losses incurred,	None.

FIDELITY AND CASUALTY COMPANY,

NEW YORK CITY.

Commenced Business, May, 1876.

WM. M. RICHARDS, *President.* ROBERT J. HILLAS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,	$250,000.00
Whole amount of capital actually paid up in cash,	250,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$11,000.00

Stocks and Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4 & 4½ p. c.,	$25,000.00	$29,375.00	
MUNICIPAL BONDS AND STOCKS—			
City of N. Y. con. stock, 2½ p. c.	200,000.00	201,000.00	
City of Richmond 4 p.c. guar. stk.,	10,000.00	10,000.00	
RAILROAD BONDS—			
P., C. & Toledo, 1st m. 6 p. c.,	25,000.00	26,875.00	
W. Shore, 1st m. 4 p. c. guar.,	25,000.00	26,437.50	
Chesapeake & Ohio, p. m. 6 p. c.,	10,000.00	11,500.00	
Kings Co. Elevated, 1st m. 5 p. c.,	10,000.00	10,700.00	
Brookl. & Mont'k 1st m. 5 p.c.g.,	25,000.00	27,500.00	
Lake Erie & Western 5 p. c.,	25,000.00	28,125.00	
C., R I. & P. 5 p.c. 1st.m.ex.& col.,	50,000.00	53,500.00	
Cen. R. R. of N. J. 5 p. c. g. m.,	25,000.00	28,125.00	
C., I., St. L. & C. 4 p. c. 1st m.,	25,000.00	25,000.00	
RAILROAD STOCKS—			
N. Y., Lack. & W. 5 p. c. guar.,	25,000.00	28,000.00	
Totals,	$480,000.00	$506,137.50	506,137.50

Loans on Collateral.

	Par Val.	Market Val.	Amt. Loaned.	
Union Pacific s. f. 8 p. c. bonds,	$15,000	$17,250	50,000	
Utah So'n Ex. 1st m. 7 p. c. "	20,000	23,000		
Kan. C'y & Om'a 1 m. 5 p.c. "	15,000	12,900		
Col. Central com. 7 p. c. "	8,000	8,800		
Del., Lack. & Western stk.,	30,000	40,650	50,000	
Chi., R. I. & Pac. Ex. & Col. bds.,	16,000	17,120		
Canada Southern R. R. stock,	40,000	21,900	25,000	
Chi. & No. W'n R. R. com. "	10,000	11,100		
Western Union Tel. Co. "	50,000	41,500	50,000	
Canada Southern R. R. "	40,000	21,900		
Wabash R. R. 1st m. 5 p. c. bds.,	30,000	30,600	25,000	
Pullman Palace Car Co. stock,	10,000	18,700	15,000	
L'e Erie & West'n R. R. pref. "	10,000	6,250		
Totals,	$294,000	$271,670	$215,000	215,000.00

Cash in Company's principal office,		31,752.29
Cash in bank,		36,571.80
Interest due and accrued on stocks,		1,449.96
Interest due and accrued on collateral loans,		2,582.64
Gross premiums in due course of collection,		181,925.91
All other property belonging to the Company,		30,895.64
Gross assets of the Company,		$1,017,315.74
Deduct as inadmissible:		
Miscellaneous mortgages, etc.,	$11,500.00	
Ledger balances,	5,494.86	
Bills receivable,	300.00	
		17,294.86
Assets of the Company at their actual value,		$1,000,020.88

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$41,115.77	
Losses resisted,	12,866.75	
Net amount of unpaid losses,		$53,982.52
Unearned premiums on fidelity risks, one year or less,	$159,162.11	
Unearned premiums on accident risks, one year or less,	333,491.37	
Unearned premiums on plate glass risks, one year or less,	91,622.52	
Unearned premiums on steam boiler risks, one year or less,	27,508.51	
Unearned premiums on steam boiler risks, more than one year,	28,629.93	
Unearned premiums as computed above,		640,414.44
Commissions and brokerage,		59,719.80
Due for salaries, rent, advertising, etc.,		364.89
Special deposit in Virginia in excess of present liability therein,		3,778.94
Total liabilities, except capital,		$758,260.59
Capital stock,		250,000.00
Impairment of capital,		— 8,239.71
Total liabilities, including impaired capital,		$1,000,020.88

IV. INCOME DURING THE YEAR.

	Fidelity.	Accident.	Plate Glass.	Steam Boiler.	
Premiums received in cash:	$231,463.68	$620,615.93	$176,973.50	$77,901.44	
Deduct reinsurance, rebate, abatements, and return premiums:	24,757.78	10,355.05	4,738.54	9,200.13	
Net prems's,	$206,705.90	$610,260.88	$172,234.96	$68,701.31	
Actual cash premiums,					$1,057,903.05
Interest on mortgages of real estate, Interest on loans and bonds, and dividends on stock,					21,641.87
Rents,					210.00
Actual cash income,					$1,079,754.92

V. EXPENDITURE DURING THE YEAR.

	Fidelity.	Accident.	Plate Glass.	Steam Boiler.	
Amt. pd. for losses,	$96,659.51	$179,900.88	$67,121.45	$1,245.47	
Ded. salv. and reinsur'ce,	17,668.70	704.90	10,174.22	175.00	
Net loss. pd.	$78,990.81	$179,195.98	$56,947.23	$1,070.47	$316,204.49
Cash dividends,					20,000.00
Commissions and brokerage,					278,485.38
Salaries and fees,					105,465.85
Taxes,					13,402.72
All other payments,					167,089.62
Actual cash expenditure,					$900,648.06

VI. MISCELLANEOUS.

Risks and Premiums.

	Fidelity.	Premiums.
In force December 31st, preceding year,.....	$24,967,438.61	$161,596.54
Written or renewed during the year,.....	33,661,821.57	215,609.97
Totals,.....	$58,629,260.18	$377,206 51
Deduct expirations and cancellations,..	27,382,288.61	178,253.87
In force December 31, 1889,.....	$31,246,971.57	$198,952.64

	Accident.	Premiums.
In force December 31st, preceding year,.....	$50,845,875.00	$326,585.64
Written or renewed during the year,.....	99,438,541.00	699,201.68
Totals,.....	$150,284,416.00	$1,025,787.32
Deduct expirations and cancellations,..	53,634,750.00	358,804.57
In force December 31, 1889,.....	$96,649,666.00	$666,982.75

	Plate Glass.	Premiums.
In force December 31st, preceding year,.....	$5,260,310.86	$151,182.71
Written or renewed during the year,.....	6,617,197.57	185,151.12
Totals,.....	$11,877,508.43	$336,333.83
Deduct expirations and cancellations,..	5,303,834.29	153,088.79
In force December 31, 1889,.....	$6,573,674.14	$183,245.04

	Steam Boiler.	Premiums.
In force December 31st, preceding year, ...	$10,556,918.71	$95,684.92
Written or renewed during the year,.....	13,599,464.00	73,882.07
Totals,.....	$24,156,382.71	$169,566.99
Deduct expirations and cancellations,..	7,871,068.71	61,491.28
In force December 31, 1889,.....	$16,285,314.00	$108,075.71
Aggregate in force,.....	$150,755,625.71	$1,157,256.14

Recapitulation of Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
Fidelity, 1889, ...	One year,.	$31,246,971.57	$198,952.64	4-5	$159,162.11
Accident, 1889, ...		96,649,666.00	666,982.75	1-2	333,491.37
Plate Glass, 1889, .		6,573,674.14	183,245.04	1-2	91,622.52
Steam Boiler, 1889,		11,612,464.00	55,017.02	1-2	27,508.51
Steam Boiler, 1888,	Two years,	40,000.00	248.05	1-4	62.01
Steam Boiler, 1889,		40,500.00	191.50	3-4	143.63
Steam Boiler, 1887,	Three yrs.,	626,900.00	10,287.68	1-6	1,714.61
Steam Boiler, 1888,		2,219,450.00	25,554.62	1-2	12,777.31
Steam Boiler, 1889,		1,715,500.00	16,376.84	5 6	13,647.37
Steam Boiler, 1888,	Five years,	30,000.00	375.00	7-10	262.50
Steam Boiler, 1889,		500.00	25.00	9-10	22.50
Totals,.....		$150,755,625.71	$1,157,256.14		$640,414.44

Premiums received since the organization of the Company,.....	$4,746,807.59
Losses paid since the Company organized,.....	1,728,551.08
Cash dividends paid stockholders,.....	140,000.00
Stock dividends declared,.....	None.
Stock owned by the directors at par value,.....	63,900.00
Losses incurred during the year,.....	370,187.01

Special deposit elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Virginia, ...	$10,000.00	$6,221.06	$3,778.94

Business in Connecticut, 1889.

	Fidelity.	Accident.	Plate Glass.	Steam Boiler.
Risks written,.....	$162,400.00	$885,200.00	$80,896.33	$55,500.00
Premiums received,.	975.49	4,612.13	2,352.05	295.37
Losses paid,.....	None.	389.26	818.62	None.
Losses incurred,....	None.	389.26	869.37	None.

LLOYD'S PLATE GLASS INSURANCE COMPANY.

NEW YORK CITY.

Commenced Business, September, 1882.

JAMES G. BEEMER, *President.* WILLIAM T. WOODS, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,.	$100,000.00
Whole amount of capital actually paid up in cash,.....	100,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,...	$100,000.00

Stock and Bonds owned by the Company.

UNITED STATES AND FOREIGN GOVERNMENT BONDS—	Par Value.	Market Value.
United States,.....	$100,000.00	$127,500.00
Dominion of Canada,.....	10,000.00	11,000.00

	Par Value.	Market Value.	
Railroad Bonds—			
42d St., M. & St. Nicholas Ave.,	5,000.00	5,800.00	
Atlantic Avenue,	7,000.00	7,455.00	
Brooklyn & Coney Island,	10,000.00	10,400.00	
Chicago & Eastern Illinois,	5,000.00	6,050.00	
Toledo & Ohio Central,	10,000.00	10,250.00	
Second Avenue,	10,000.00	10,650.00	
Brooklyn Cross Town,	10,000.00	10,800.00	
Northern Pacific & Montana,	10,000.00	10,600.00	
Totals,	$177,000.00	$210,505.00	210,505.00
Cash in Company's principal office,			2,780.05
Cash in bank,			12,193.67
Interest due and accrued on bonds,			1,362.48
Gross premiums in due course of collection,			56,364.81
All other property (plate glass mainly),			14,436.09
Not admitted, sundry accounts,			
Premiums unpaid (more than three months due),	$4,999.95		
Gross assets of the Company,			$397,642.10
Deduct as inadmissible (sundry accounts),			1,633.50
Assets of the Company at their actual value,			$396,008.60

III. LIABILITIES.

Losses adjusted and unpaid,	None.	
Losses reported and unadjusted,	$2,806.85	
Losses resisted,	None.	
Net amount of unpaid losses,		$2,806.85
Unearned premiums on risks, one year or less,	$155,043.89	
Unearned premiums on risks, more than one year,	7,927.44	
Unearned premiums as computed above,		162,971.33
Commissions and brokerage,		15,341.19
Due for advertising and agency expenses,		29,174.69
Special deposit in Canada in excess of present liability therein,		2,158.06
Total liabilities, except capital and surplus,		$212,452.12
Capital stock,		100,000.00
Surplus beyond all liabilities,		83,556 48
Total liabilities, including capital and surplus,		$396,008.60

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$331,007.83	
Deduct reinsurance, rebate, abatement, and return premiums,	21,868.23	
Actual cash premiums,		$309,139.60
Interest on loans and bonds, and dividends on stock,		7,800.85
Rents,		1,980.38
Actual cash income,		$318,920.83

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $2,763.97 occurring in previous years),	$173,711.64	
Deduct salvage and reinsurance,	43,684.35	
Net amount paid for losses,		$130,027.29
Cash dividends,		12,000.00
Commissions and brokerage,		74,367.15
Salaries and fees,		59,555.36
Taxes,		6,713.67
All other payments,		3,993.82
Actual cash expenditure,		$286,657.29

VI. MISCELLANEOUS.

Risks and Premiums.

	Glass Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$9,209,601	$285,379.68
Written or renewed during the year,	11,071,639	336,955.20
Totals,	$20,281,240	$622,334.88
Deduct those expired and marked off,	9,566,711	296,779.19
In force at the end of the year,	$10,714,529	$325,555.69

Recapitulation of Plate Glass Risks and Premiums.

Year written.	Term.	Amount covered.	Gross Premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$10,422,047	$310,087.78	1 2	$155,043.89
1888....	Two years,	1,125	50.99	1-4	12.75
1889....		119	6.00	3-4	4.50
1887....	Three years,	59,958	4,456.17	1-6	742.69
1888....		117,128	5,884.38	1-2	2,942.19
1889....		114,152	5,070.37	5-6	4,225.31
Totals,		$10,714,529	$325,555.69		$162,971.33

Premiums received since the organization of the Company,	$1,558,676.05
Losses paid since the Company organized,	577,545.13
Cash dividends paid stockholders,	57,000.00
Stock dividends declared,	None.
Stock owned by the directors at par value,	64,700.00
Losses incurred during the year,	130,070.17

Special deposit elsewhere for the exclusive protection of policyholders there : —

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Canada,	$11,000.00	$8,841.94	$2,158.06

Business in Connecticut, 1889.

Plate glass risks written,	$148,717.52
Premiums received,	4,589.48
Losses paid,	1,991.70
Losses incurred,	1,956.70

METROPOLITAN PLATE GLASS INSURANCE COMPANY,

NEW YORK CITY.

Commenced Business, April, 1874.

HENRY HARTEAU, *President.* EUGENE H. WINSLOW, *Secretary.*

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL.

Whole amount of joint stock or guarantee capital authorized,..	$100,000.00
Whole amount of capital actually paid up in cash, ...	100,000.00

II. ASSETS.

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States, 1970, 4 p. c.,.....	$200,000,00	$254,000.00	
BANK STOCKS—			
Fifth Ave.,.....	2,000.00	2,600.00	
Hamilton,.....	2,500.00	3,250.00	
Kings Co. Trust Co.,.....	2,000.00	3,200.00	
MISCELLANEOUS—			
Brooklyn Gas Light Co. stock,..	2,500.00	2,750.00	
Totals,.....	$209,000.00	$265,800.00	$265,800.00
Cash in Company's principal office,.....			3,500.47
Cash in bank,.....			22,312.71
Gross premiums in due course of collection,.....			21,445.22
Assets at their actual value,.....			$313,058.40

III. LIABILITIES.

Losses adjusted and unpaid,.....	None.	
Losses reported and unadjusted,.....	$2,500.00	
Losses resisted,.....	None.	
Gross amount of unpaid losses,.....		$2,500.00
Unearned premiums on risks, one year or less,.....		95,312.04
Commissions and brokerage,.....		5,725.56
Due for salaries, rent, advertising, etc.,.....		4,996 69
Special deposits in other States in excess of present liabilities therein,.....		None.
Total liabilities, except capital and surplus,.....		$108,534.29

Capital stock,	100,000.00
Surplus beyond all liabilities,	104,524.11
Total liabilities, including capital and surplus,	$313,058.40

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$200,534.68	
Deduct reinsurance, rebate, abatement, and return premiums,	13,662.87	
Actual cash premiums,		$186,871.81
Interest on stocks and bonds,		8,168.04
Actual cash income,		$195,039.85

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $3,200.10 occurring in previous years),	$80,170.43	
Deduct salvage and reinsurance,	7,272.95	
Net amount paid for losses,		$72,897.48
Cash dividends,		12,000.00
Commissions and brokerage,		52,993.04
Salaries and fees,		31,980.72
Taxes,		1,463.56
Actual cash expenditure,		$171,334.80

VI. MISCELLANEOUS.

	Glass Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$5,583,138	$168,795.94
Written or renewed during the year,	6,897,704	204,286.95
Totals,	$12,480,842	$373,082.89
Deduct those expired and marked off,	6,038,567	182,458.81
Net amount in force,	$6,442,275	$190,624.08

Recapitulation of Plate Glass Risks and Premiums.

Year written.	Term.	Amount covered.	Gross premiums charged.	Fraction unearned.	Premiums unearned.
1889....	One year or less,	$6,442,275	$190,624.08	1-2	$95,312.04

Premiums received since the organization of the Company,	$1,454,507.00
Losses paid since the Company organized,	519,042.00
Cash dividends paid stockholders,	140,000.00
Stock dividends declared,	None.
Losses incurred during the year,	72,197.38
Stock owned by directors at par value,	56,500.00

Business in Connecticut, 1889.

Plate Glass risks written,	$122,031.61
Premiums received,	3,699.59
Losses paid,	899.41
Losses incurred,	899.41

FIDELITY

INSURANCE COMPANY

OF ANOTHER COUNTRY.

ABSTRACT COMPILED FROM ITS ANNUAL STATEMENT,
SHOWING ITS CONDITION ON THE 31ST
DAY OF DECEMBER, 1889.

UNITED STATES BRANCH OF THE GUARANTEE COMPANY OF NORTH AMERICA,

MONTREAL, CANADA.

Admitted to the United States, January, 1881.

ALEXANDER I. GALT, *President.* ROBERT KERR, *Accountant.*

Manager, EDWARD RAWLINGS, Montreal, D. of C.

Attorney in Connecticut, INSURANCE COMMISSIONER.

I. CAPITAL DEPOSIT.

Amount deposited in the United States for security of all policy-holders,	$200,000.00

II. ASSETS.

Value of real estate owned by the Company unencumbered,	$4,308.19
Loans on bond and mortgage (first liens), not more than one year's interest due,	12,022.55

Bonds owned by the Company.

	Par Value.	Market Value.	
UNITED STATES BONDS—			
United States 4½ p. c.,	$14,000.00	$14,700.00	
MUNICIPAL BONDS—			
City of Brooklyn, N. Y.,	200,000.00	216,875.00	
City of Toronto,	10,000.00	11,650.00	
City of Richmond,	1,000.00	1,230.00	
Montreal harbor bonds,	17,000.00	20,145.00	
RAILROAD BONDS—			
Canada Southern, 2d,	15,000.00	14,625.00	
Totals,	$257,000.00	$279,225.00	279,225.00
Cash in bank,			57,583.36
Interest due and accrued on bonds,			3,082.50
Gross premiums in due course of collection,			16,754.39
Furniture, including safes,			2,675.32
Gross assets of the Company,			$375,651.31
Deduct as inadmissible, furniture and safes,			2,675.32
Assets of the Company at their actual value,			$372,975.99

III. LIABILITIES.

Losses reported and unadjusted,	$24,248.29
Unearned premiums on risks, one year or less,	155,779.95
Commissions and brokerage,	3,350.88
Due for salaries, rent, advertising, etc.,	1,537.71
Special deposit in Virginia in excess of present liabilities therein,	13,571.10
Total liabilities, except statutory deposit,	$198,487.93
Statutory deposit,	200,000.00
Impairment of deposit capital,	—25,511.94
Total liabilities, including impaired deposit capital,	$372,975.99

IV. INCOME DURING THE YEAR.

Premiums received in cash,	$223,910.68	
Deduct reinsurance, rebate, abatement, and return premiums,	35,997.18	
Actual cash premiums,		$187,913.50
Interest on loans and bonds, and dividends on stocks,		4,458.60
From all other sources (claims recovered),		16,090.10
Actual cash income,		$208,462.20

V. EXPENDITURE DURING THE YEAR.

Amount paid for losses (including $7,333.55 occurring in previous years),	$58,839.67	
Deduct salvage and reinsurance,	None.	
Net amount paid for losses,		$58,839.67
Cash dividends,		6,750.00
Commissions and brokerage,		6,379.73
Salaries and fees,		22,394.75
Taxes,		4,500.70
All other payments,		41,629.42
Actual cash expenditure,		$140,494.27

VI. MISCELANEOUS.

Risks and Premiums.

	Guarantee Risks.	Premiums.
In force on the 31st day of December of the preceding year,	$26,430,271	$191,054.50
Written or renewed during the year,	41,087,883	252,286.05
Totals,	$67,518,154	$443,340.55
Deduct those expired and marked off,	34,952 142	240,900.12
In force at the end of the year,	$32,566,012	$202,440.43
Deduct amount reinsured,	1,275,458	7,715.49
Net amount in force,	$31,290,554	$194,724.94

Premiums received in U. S. since the admission of the Company,	$1,270,791.55
Losses paid in U. S. since the admission of the Company,	429,679.01
Losses incurred in U. S. during the year,	75,754.41

Special deposit elsewhere for the exclusive protection of policy-holders there:—

State or Country.	Value of Deposit.	Total Liabilities therein.	Excess of Deposit.
Virginia,	$15,930.00	$2,358.90	$13,571.10

Business in Connecticut, 1889.

Guarantee risks written,	$30,000.00
Premiums received,	180.00
Losses paid,	None.
Losses incurred,	None.

STATISTICAL TABLES.

TABLE I.

CAPITAL, ASSETS, LIABILITIES, SURPLUS, AND PER CENT. OF ASSETS TO AMOUNT AT RISK, OF FIRE, MARINE, AND INLAND INSURANCE COMPANIES, DECEMBER 31, 1889.

Name of Company.	Paid-up Capital.	Gross Assets.	Liabilities, excluding Capital.	Surplus as regards Policy-holders.	Liabilities, including Capital.	Surplus over all Liabilities.	Per Ct. of net Assets to Amt. at Risk.
Stock Companies of Connecticut.							
Ætna, Hartford,	$4,000,000.00	$10,071,509.65	$2,561,726.41	$7,509,783.24	$6,561,726.41	$3,509,783 24	2.89
Connecticut, Hartford,	1,000,000.00	2,375,692.99	1,012,438.03	1,363,254.96	2,012,438.03	363,254.96	1.83
Hartford, Hartford,	1,250,000.00	6,142,454.49	2,541,515.89	3,600,938.60	3,791,515.89	2,350,938.60	1.68
Meriden, Meriden,	200,000.00	371,807.33	97,748.45	274,058.88	297,748.45	74,058.88	2.39
National, Hartford,	1,000,000.00	2,443,937.33	890,422.35	1,553,514.98	1,890,422.35	553,514.98	1.96
Norwalk, Norwalk,	50,000.00	97,943.96	5,973.96	91,970.00	55,973.96	41,970.00	7.78
Orient, Hartford,	1,000,000.00	1,836,722.33	744,917.23	1,091,805.10	1,744,917.23	91,805.10	1.88
People's, Middletown,	200,000.00	348,258.55	47,581.78	300,676.77	247,581.78	100,676.77	6.23
Phœnix, Hartford,	2,000,000.00	5,347,754.23	2,073,525.48	3,274,228.75	4,073,525.48	1,274,228.75	1.70
Security, New Haven,	250,000.00	660,453.62	337,267.09	323,186.53	587,267.09	73,186.53	1.52
Totals,	$10,950,000.00	$29,696,534.48	$10,313,116.67	$19,383,417.81	$21,263,116.67	$8,433,417.81	2.06

Name of Company.	Premium Notes.	Cash Assets.	Liabilities, excluding Capital.	Surplus of Cash Assets over Liabilities.	Liabilities, including Guaranty Capital.	Surplus of Cash Assets over Liabilities.	Per Ct. of net Assets to Amt. at Risk.
Mutual Companies of Connecticut.							
Danbury, Danbury,	$11,272.37	$22,760.67	$624.10	$22,136.57	$624.10	$22,136.57	5.05
Farmers, Suffield,	11,005.00	397.77	629.40	* — 231.63	629.40	* — 231.63	
Farmington Valley, Farm'ton,	14,429.39	8,984.00	830.31	8,153.69	830.31	8,153.69	8.22

Greenwich, Greenwich,	13,876.00	6,953.48	1,283.04	5,670.44	1,283.04	5,670.44	2.44
Hartford County, Hartford,	.....	432,531.24	67,952.57	364,578.67	67,952.57	364,578.67	1.84
Litchfield, Litchfield,	.....	104,891.76	9,334.32	95,557.44	9,334.32	95,557.44	2.40
Madison, Madison,	27,601.45	5,638.40	744.80	4,893.60	744.80	4,893.60	1.91
Middlesex, Middletown,	.....	654,738.15	130,718.73	524,019.42	130,718.73	524,019.42	1.97
Mutual, Harwinton,	12,711.41	194.20	4.00	190.40	4.00	190.20	.07
Mutual, Norwich,	.....	11,776.39	933.10	10,843.29	933.10	10,843.29	5.95
New London County, Norwich,	.....	91,613.52	14,071 36	77,542.16	14,071.36	77,542.16	1.75
Patrons, Hartford,	.....	.....	2,643.00	*— 2,643.00	2,643.00	*— 2,643.00	.....
Rockville, Rockville,	9,896.97	4,945.49	984.86	3,960.63	984.86	3,960.63	1.24
State, Hartford,	40,529.18	49,599.42	10,330.17	39,269.25	10,330.17	39,269.25	1.52
Tolland County, Tolland,	178,751.90	73,638.25	47,712.99	25,925.26	47,712.99	25,925.26	.70
Washington, Washington,	16,207.36	231.95	1,155.39	*923.44	1,155.39	*923.44	.....
Windham County, Brooklyn,	263,242.45	58,743.87	26,324.25	32,419.62	26,324.25	32,419.62	.50
Totals,	$599,523.48	$1,527,638.56	$316,276.39	$1,211,362.17 * Deficit.	$316,276.39	$1,211,362.17 * Deficit.	1.72

Name of Company.	Paid-up Capital.	Gross Assets.	Liabilities, excluding Capital, Scrip, and Special Funds.	Surplus as regards Policy-holders.	Liabilities, including Capital, Scrip, and Special Funds.	Surplus over all Liabilities.	Per Ct. of net Assets to Amt. at Risk.
Stock Companies of other States.							
Agricultural,	$500,000.00	$2,168,803.61	$1,339,175.24	$829,628.37	$1,839,175.24	$329,628.37	.85
Albany,	250,000.00	428,436.77	67,706.97	360,729.80	317,706.97	110,729.80	3.34
American, Mass.,	300,000 00	595,887.81	208,151.19	387,736.62	508,151.19	87,736.62	2.38
American, N. J.,	600,000.00	2,048,584.12	433,731.01	1,614,853.11	1,033,731.01	1,014,853.11	2.60
American, N. Y.,	400,000.00	1,300,842.03	476,671.63	824,170.40	1,276,671.63	24,170.40	1.31
American, Penn.,	500,000.00	2,646,287.93	1,802,080.10	844,207.83	2,302,080.10	344,207.83	1.37
American Central,	600,000.00	1,344,353.49	503,634.91	840,718.58	1,103,634.91	240,718.58	2.05
Anglo-Nevada,	2,000,000.00	2,569,552.99	603,533.61	1,966,019.38	2,603,533.61	‡— 33,980.62	4.27
Buffalo German,	200,000.00	1,374,765.79	350,462.60	1,024,303.19	950,462.60	424,303.19	2.25
California,	600,000.00	1,247,874.60	587,989.47	659,885.13	1,187,989.47	59,885.13	2.33
Citizens, N. Y.,	300,000.00	1,166,496.92	604,273.54	562,223.38	904,273.54	262,223.38	.91
Citizens, Penn.,	500,000.00	728,574.32	206,938.45	521,635.87	706,938.45	21,635.87	2.44

TABLE I—CONTINUED.

NAME OF COMPANY.	Paid-up Capital.	Gross Assets.	Liabilities, excluding Capital, Scrip, and Special Funds.	Surplus as regards Policy-holders.	Liabilities, including Capital, Scrip, and Special Funds.	Surplus over all Liabilities.	Per Ct. of net Assets to Amt. at Risk.
Commerce,	$200,000.00	$353,801.53	$85,755.19	$268,046.34	$285,755.19	$68,046.34	2.53
Commercial,	200,000.00	406,003.99	249,217.81	156,786.18	449,217.81	‡—43,213.82	1.53
Continental,	1,000,000.00	5,217,773.91	2,750,453 04	2,467,320.87	4,750,453.04	467,320.87	.94
Denver,	200,000.00	285,872.98	60,820.03	225,052.95	260,820.03	25,052.95	5.84
Eliot,	200,000.00	357,072.37	153,008.08	204,064.29	353,008.08	4,064.29	1.46
Equitable,	300,000.00	571,522.57	195,637.34	375,885.23	495,637.34	75,885.23	1.96
Farragut,	200,000.00	406,203.97	129,189.45	277,014.52	329,189.45	77,014.52	1.41
Fire Association,	*481,250.00	4,495,865.13	3,241,198.92	1,254,666.21	3,722,448.92	773,416.21	1.55
Fireman's Fund,	1,000,000.00	2,431,717.79	1,032,091.16	1,399,626.63	2,032,091.16	399,626.63	2.08
Firemen's,	600,000.00	1,720,158.41	233,672.89	1,486,485.52	833,672.89	886,485.52	3.62
First National,	200,000.00	270,051.69	66,466.79	203,584.90	266,466.79	3,584.90	3.46
Franklin,	400,000.00	3,174,357.04	1,804,332 51	1,370,024.53	2,204,332.51	970,024.53	2.26
German American,	1,000,000.00	5,348,646.91	2,390,641.38	2,958,005.53	4,390,641.38	958,005.53	1.03
Germania,	1,000,000.00	2,965,136.64	1,259,476.36	1,705,660.28	2,259,476.36	705,660.28	1.18
Girard,	†287,300.00	1,433,368.60	625,339.41	808,029.19	912,639.41	520,729.19	2.01
Glens Falls,	200,000.00	1,791,770.08	592,672.99	1,199,097.09	1,192,672.99	599,097.09	1.65
Granite State,	200,000.00	456,673.12	231,727.13	224,945.99	431,727.13	24,945.99	1.24
Greenwich,	200,000.00	1,439,796.84	864,983.66	574,813.18	1,064,983.66	374,813.18	.50
Hanover,	1,000,000.00	2,559,823.47	1,124,999.31	1,434,824.16	2,124,999.31	434,824.16	1.23
Home,	3,000,000.00	8,931,159.61	4,679,490.40	4,251,669.21	7,679,490.40	1,251,669.21	1.12
Insurance Co. of N. America,	3,000,000.00	8,680,304.20	3,561,554.77	5,118,749.43	6,561,554.77	2,118,749.43	1.85
Insurance Co. of State of Pa.,	200,000.00	718,452.77	462,765.44	255,687.33	662,765.44	55,687.33	1.48
Jersey City,	250,000.00	432,203.96	109,973.56	322,230.40	359,973.56	72,230.40	2.27
Liberty,	800,000.00	1,377,682.49	575,155.12	802,527.37	1,375,155.12	2,527.37	1.63
Long Island,							
Merchants, N. J.,	400,000.00	1,554,658 37	692,742.75	861,915.62	1,092,742.75	461,915.62	1.46
Merchants, R. I.,	200,000.00	479,939.53	197,275.26	282,664.27	397,275.26	82,664.27	1.71
Michigan,	400,000.00	742,213.34	238,687.81	503,525.53	638,687.81	103,525.53	2.45

Milwaukee Mechanics,	200,000.00	1,628,073.97	505,530.61	1,122,543.36	705,530.61	922,543.36	2.47
Newark,	250,000.00	730,039.53	193,135.18	536,904.35	443,135.18	286,904.35	2.28
New Hampshire,	600,000.00	1,588,816.66	665,336.85	923,479.81	1,265,336.85	323,479.81	1.81
New York Bowery,	300,000.00	707,726.22	346,182.55	361,543.67	646,182.55	61,543.67	1.06
Niagara,	500,000.00	2,490,654.02	1,639,392 86	851,261.16	2,490,654.02	.....	.71
North American,	200,000.00	354,429.42	153,318.61	201,110.81	353,318.61	1,110.81	1.47
Northwestern National,	600,000.00	1,504,799.08	560,596.32	944,202.76	1,160,596.32	344,202.76	1.80
Pacific,	200,000.00	714,852.02	209,761.20	505,090.82	409,761.20	305,090.82	1.65
Pennsylvania,	400,000.00	3,354,630.39	1,538,805.73	1,815,824.66	1,938,805.73	1,415,824.66	2.13
People's, N. H.,	250,000.00	623,593.31	327,207.04	296,386.27	577,207.04	46,386.27	1.49
People's, N. Y.,	200,000.00	344,316.31	119,211.71	225,104.60	319,211.71	25,104.60	1.69
Phenix,	1,000,000.00	4,781,255.65	3,489,176.05	1,292,079.60	4,489,176.05	292,079.60	.91
Providence Washington,	400,000.00	1,167,982.50	718,881.19	449,101.31	1,118,881.19	49,101.31	1.33
Reading,	250,000.00	554,051.64	168,092.03	385,959.61	418,092.03	135,959.61	2.28
Reliance,	300,000 00	829,928.48	249,766.01	580,162.47	549,766.01	280,162.47	3.32
Rochester-German,	200,000.00	760,385.55	400,247.18	360,138.37	600,247.18	160,138.37	1.25
Springfield,	1,500,000.00	3,410,982.94	1,390,473.28	2,020,509.66	2,890,473.28	520,509.66	1.76
Spring Garden,	400,000.00	1,273,588.30	560,325.01	713,263.29	960,325.01	313,263.29	4.29
Traders,	500,000.00	1,230,267.64	482,567.83	747,699.81	982,567.83	247,699.81	2.35
Union, Pa.,	250,000.00	534,384.11	269,671.74	264,712.37	519,671.74	14,712.37	1.54
Union, Cal.,	750,000.00	1,270,687.84	573,361.28	697,326.56	1,323,361.28	‡—52,673.44	2.26
United Firemen's,	300,000.00	1,072,351.58	693,729.76	378,621.82	993,729.76	78,621.82	2.05
United States,	250,000.00	651,403.85	153,264.74	498,139.11	651,403.85	.....	2.53
Westchester,	300,000.00	1,521,706.53	831,432.07	690,274.46	1,131,432.07	390,274.46	.96
Williamsburgh City,	250,000.00	1,393,311.55	505,932.88	887,378.67	1,315,932.88	77,378.67	1.25
Totals,	$34,218,550.00	$110,716,910.78	$51,539,076.99	$59,177,833.79	$90,117,027.26	$20,599,883.52	1.42
Mutual Companies of Other States.							
Fitchburg,	.....	$254,576.35	$148,349.79	$106,226.56	$148,349.79	$106,226.56	1.37
Holyoke,	$100,000.00	823,260.45	241,060.86	582,199.59	341,060.86	482,199.59	2.51
Merchants and Farmers,	.....	297,371.24	177,119.35	120,251.89	177,119.35	120,251.89	1.29
Quincy,	.....	586,260.47	250,759.07	335,501.40	250,759.07	335,501.40	1.79
Totals,	$100,000.00	$1,961,468.51	$817,289.07	$1,144,179.44	$917,289.07	$1,044,179.44	1.84

* Excluding $18,750 in Company's own stock. † Excluding $12,700 in Company's own stock. ‡ Impairment.

TABLE I—Concluded.

Name of Company.	Deposit in United States.	Assets in United States.	Liabilities, excluding Statutory Deposit in U. S.	Surplus as regards Policy-holders in United States.	Liabilities, including Statutory Deposit.	Surplus over all Liabilities.	Per Ct. of net Assets to Amt. at Risk.
Companies of other Countries.							
British America, D. of C.,	$200,000.00	$866,128.22	$574,800.93	$291,327.29	$774,800.93	$91,327.29	1.15
City of London, England,	200,000.00	714,702.11	386,703.86	327,998.25	586,703.86	127,998.25	1.35
Commercial Union, England,	200,000.00	2,890,988.09	2,046,658.51	844,329.58	2,246,658.51	644,329.58	.79
Guardian, England,	200,000.00	1,521,020.76	986,467.17	534,553.59	1,186,467.17	334,553.59	.83
Hamburg-Bremen, Germany,	205,000.00	1,152,580.02	912,462.34	240,117.68	1,112,462.34	40,117.68	.83
Imperial, England,	286,000.00	1,617,037.76	1,141,304 16	475,733.60	1,341,304 16	275,733.60	.95
Lancashire, England,	200,000.00	1,880,681.65	1,238,885.64	641,796.01	1,438,885.64	441,796.01	.85
Lion, England,	200,000.00	783,244.17	512,700.23	270,543.94	712,700.23	70,543.94	1.39
Liv. & Lon. & Globe, England,	300,000.00	7,337,156.31	4,390,554.33	2,946,601.98	4,590,554.33	2,746,601.98	.98
London, England,	270,000.00	1,681,068.12	965,639.97	715,428.15	1,165,639.97	515,428.15	.92
London & Lancashire, Eng.,	270,000.00	2,125,314 06	1,542,696.24	582,617.82	1,742,696.24	382,617.82	.79
N. British & Mercantile, Eng.,	200,000.00	3,492,174.50	1,833,067.04	1,659,107.46	2,033.067.04	1,459,107.46	1.22
Northern, England,	200,000.00	1,513,073.44	1,021.904.71	491,168.73	1,221,904.71	291,168.73	.92
Norwich Union, England,	300,000.00	1,505,631.21	1,027,294.09	478,337.12	1,227,294 09	278,337.12	.86
Phœnix, England,	300,000 00	1,966,131.97	1,557,163.48	408,968.49	1,757,163.48	208,968.49	.91
Queen, England,	200,000.00	2,217,642.18	1,537,508.95	680,133.23	1,737,508.95	480,133.23	.90
Royal, England,	235,000.00	5,406,735.97	3,377,551.70	2,029,184.27	3,577,551.70	1,829,184.27	.92
Scottish Union, Scotland,	200,000.00	1,673.758 80	612,115.07	1,061,643 73	812,115.07	861,643.73	2.24
Sun, England,	200,000.00	1,956,331.05	1,231,461.26	724,869.79	1,431,461.26	524,869.79	.88
Transatlantic, Germany,	225,000.00	522,600.47	184,938.71	337,661.76	384 938.71	137,661.76	1.67
United Fire Re-ins. Co.; Eng.,	200,000.00	1,165,482.86	751,161.40	414,321.46	951,161.40	214,321.46	1.06
Western Assurance, D. of C.,	300,000.00	1,051,615.58	715,093.96	336,521.62	915,093.96	136,521.62	1.26
Totals,	$5,091,000.00	$45,041,099.30	$28,548,133.75	$16,492,965.55	$32,948,133.75	$12,092,965.55	.95
Grand Totals,	$50,359,550.00	$188,943,651.63	$91,533,892.87	$97,409,758.76	$145,561,843.14	$43,381,808.49	1.35

TABLE II.

ITEMS COMPOSING THE ASSETS ON THE 31st DAY OF DECEMBER, 1889.

Name of Company.	Value of Real Estate.	Loans on Bond and Mortgage.	United States Bonds.	All other Bonds and Stocks.	Loans on Collateral.	Cash in Office and Bank.	Gross Prems. in course of Collection.	All other Assets.	Total Assets.
Stock Cos. of Connecticut.									
Ætna,	$345,000.00	$43,200.00	$127,000.00	$8,422,750.00	$6,570 00	$713,607.79	$412,447.47	$934.39	$10,071,509.65
Connecticut,	87,550.00	724,000.00	107,100.00	1,231,541.00	4,300.00	93,384 52	127,817.47	.....	2,375,692.99
Hartford,	603,675.60	1,135,143 07	165,397.50	3,155,136.50	30,000.00	565,156.22	448,028 97	39,916.63	6,142,454.49
Meriden,	.....	30,600.00	25,350.00	272,820.00	.....	18,144 08	23,871.62	1,021.63	371,807.33
National,	50,815.97	584,438.34	63,500.00	1,405,747.00	5,450.00	183,512.96	137,285.94	13,187.12	2,443,937.33
Norwalk,	.....	12,350.00	.....	45,174.25	33,220.29	3,582.84	468.11	3,148 47	97,943.96
Orient,	16,408.68	235,832.00	.....	1,298,110 54	20,040.00	80,356.07	155,695.92	30,279.12	1,836,722.33
People's,	.....	.....	.....	334,278.03	.....	8,287.71	5,692.81	.....	348,258.55
Phœnix,	233,524.34	751,500.00	101,400.00	3,647,911.70	33,322.50	196,952.24	344,064.37	39,079.08	5,347,754.23
Security,	34,405.29	135,525.00	.....	345,254 00	9,300 00	57,852.12	70,413.40	7,703.81	660,453.62
Totals,	$1,371,379.88	$3,652,588.41	$589,747.50	20,158,723.02	$142,202.79	$1,920,836.55	$1,725,786 08	$135,270.25	$29,696,534.48
Mutual Cos. of Connecticut.									
Danbury,	.....	$18,250.00	.....	$1,000.00	$1,300.00	$1,955.67	.....	$255.00	$22,760.67
Farmers,	.....	.....	.....	.....	.....	225.38	$35.31	137.08	397.77
Farmington Valley,	.....	4,500.00	.....	1,050 00	800.00	2,530.00	.....	104.00	8,984 00
Greenwich,	.....	.....	.....	.....	.....	461.71	.....	6,491.77	6,953.48
Hartford County,	.....	.....	.....	422,629.00	.....	7,654.42	.....	2,247.82	432,531.24
Litchfield,	.....	8,650 00	$34,650.00	30,770 00	.....	27,511.89	1,951.56	1,358 31	104,891.76
Madison,	.....	2,590.00	.....	.....	.....	256.11	20 93	2,771.36	5,638.40
Middlesex,	$43,400.00	25,000.00	.....	554,877.00	.....	26,453.28	5,007.87	.....	654,738.15
Mutual, Harwinton,	.....	.....	.....	.....	.....	194 20	.....	.....	194.20
Mutual, Norwich,	.....	.....	.....	6,400.00	.....	5,376.39	.....	.....	11,776.39
New London County,	.....	12,647.52	.....	47,863.00	.....	29,182.50	205.09	1,715.41	91,613.52
Patrons,	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockville,	.....	.....	.....	1,399.98	.....	437.28	23.80	3,084.43	4,945.49
State,	.....	19,400.00	.....	26,330.00	.....	2,355 71	202.00	1,311 71	49,599.42
Tolland County,	6,700.00	23,000.00	.....	34,200.00	.....	7,659.48	.....	2,078.77	73,638.25
Washington,	.....	.....	.....	.....	.....	228.85	.....	3.10	231.95
Windham County,	.....	.....	10,500.00	40,793.62	1,000.00	5,260.15	1,190.10	.....	58,743.87
Totals,	$50,100.00	$114,037.52	$45,150.00	$1,167,312.60	$3,100.00	$117,743.02	$8,636.66	$21,558.76	$1,527,638.56

TABLE II — CONTINUED.

NAME OF COMPANY.	Value of Real Estate.	Loans on Bond and Mortgage.	United States Bonds.	All other Bonds and Stocks.	Loans on Collateral.	Cash in Office and Bank.	Gross Prems. in course of Collection.	All other Assets.	Total Assets.
Stock Cos. of other States.									
Agricultural,	$171,118.80	$1,245,603 05	$2,100.00	$338,914.00	$62,524.91	$197,847.39	$88,695.00	$62,000.46	$2,168,803 61
Albany,		207,000.00	50,400.00	160,700.00	300.00	5,683 33	196.10	4,157.34	428,436.77
American, Mass.,				496,524.59	45,306.25	12,379.26	13,553.17	28,124 54	595,887.81
American, N. J.,	349,814.45	1,248,773.78	252,000.00	76,875.00		67,655.96	27,432.88	26,032.05	2,048,584.12
American, N. Y.,		24,220.00	486,500.00	448,897.00	159,750.00	81,605.80	96,881.65	2,987.88	1,300,842.03
American, Penn.,	230,100.00	993,703.40	37,200.00	1,052,949.56	150,000.00	129,326.09	25,325.75	27,683.13	2,646,287.93
American Central,	500,000.00			555,000 60	125,000.00	70,336.24	94,017.25		1,344,353.49
Anglo-Nevada,		973,750.00		1,170,051.38		180,939.27	204,324.03	40,488.31	2,569,552.99
Buffalo German,	291,240.04	446,025.00	63,000.00	331,707.15	117,000.00	59,366.52	55,281.10	11,145.98	1,374,765.79
California,	106,000.00	16,506.27	63,500.00	510,989.50		386,992.68	127,478.15	36,408.00	1,247,874.60
Citizens, N. Y.,	131,000.00	74,000.00	189,750.00	268,650.00	368,850.00	30,077.60	98,225.81	5,943.51	1,166,496.92
Citizens, Penn.,	108,000.00	274,775.04		244,970.00	44,193.40	22,488.85	26,748 60	6,599.03	728,574.32
Commerce,	70,000.00	24,200.00	138,600.00	98,145.00	3,000.00	14,028.77	4,825 27	1,002.49	353,801.53
Commercial,	3,596.90	139,125.00		120,025.00		11,790.34	80,156.75	51,310.00	406,003.99
Continental,	684,250.00	165,810 00	1,072,380.00	2,638,686.00	40,000.00	276,999.95	190,614.70	149,033.26	5,217,773 91
Denver,		218,195.00			26,250.00	20,856.83	14,464.50	6,106.65	285,872.98
Eliot,		114,100.00	63,000.00	122,800.50		19,527.64	32,863.29	4,780.94	357,072.37
Equitable,	129.900.00	88,700.00		308,417.50	1,550.00	13,059.27	27,467.80	2,428.00	571,522.57
Farragut,	6,000.00	22,000.00	75,600.00	246,377.00	7,000.00	26,589 12	22,175.10	462.75	406,203.97
Fire Association,	112,700.00	1,409,112.02	253,000.00	2,262,958.50	113,025.00	112,613.14	186,343.22	46,113.25	4,495,865.13
Fireman's Fund,	300,000.00	270,850 00		1,141,475.00	285,250.00	135,971.28	220,617.43	77,554.08	2,431,717.79
Firemen's,	121,381.08	889,225.59	36,750.00	637,159.12		3,891.46	8,715.31	23,035 85	1,720,158.41
First National,		145,631 13		82,770.50	5,550.00	16,276.39	15,178.73	4,644.94	270,051.69
Franklin,	316,150.00	574,681.34		1,088,353.25	1,040,200.00	84,730.50	58,809.31	11,432.64	3,174,357.04
German American,			2,608,300 00	2,339,175 00		173,200 82	227,971.09		5,348,646.91
Germania,	580,000.00	120,500.00	1,160,250.00	838,381.25		90,141.92	167,931.41	7,932.06	2,965,136.64
Girard,	296,000.00	678,053.33	90,720.00	221,171 67	15,500.00	34,253.51	75,346.37	22,343.72	1,433,368.60
Glens Falls,	30,239.66	643,150.37	253,000.00	651,900.00	3,000.00	154,055.75	51,127.26	5,237.64	1,791,770.08
Granite State,		124,350.00		212,748.00	18,480.00	42,492.09	51,198.91	6,004.12	456,673.12

Greenwich,	170,000.00	18,100.00	234,025.00	743,370.00	83,357.61	67,544.52	116,841.38	6,561.33	1,439,796.84
Hanover,		88,000.00	1,048,605.00	1,170,285.00	1,750.00	96,474.56	125,540.92	29,167.99	2,559,823.47
Home,	1,345,325.80	754,000.00	1,416,850.00	4,215,024.55	373,300.00	196,357.19	574,223.76	56,078.31	8,931,159.61
Ins. Co. of No. Am.,	329,610.02	2,368,598.73		4,517,508.00	135,250.00	568,090.09	632,209.50	129,037.86	8,680,304.20
Ins. Co. of State Pa.,	304,543.00	110,950.00		236,833.19		13,528.46	14,544.58	38,043.54	718,452.77
Jersey City,	53,650.00	186,863.50	5,080.00	121,204.00	29,850.00	24,293.52	4,802.58	6,360.36	432,203 96
Liberty,			940,692.50	216,750.00		66,647.99	153,175.33	416.67	1,377,682.49
Long Island,									
Merchants, N. J.,	95,785.17	457,717.00	31,500.00	820,875.00	7,500.00	32,498.61	93,135.40	15,647.19	1,554,658.37
Merchants, R. I.,		105,900.00		292,253.00	17,997.00	32,101.57	29,523.92	2,164.04	479,939.53
Michigan,	10,306.17	595,818.33		30,525.00	6,300.00	28,413.75	49,684.85	21,165.24	742,213.34
Milwau. Mechanics,	34,300.00	794,210.00		586,205.00	60,350.00	84,180.74	45,292.23	23,536.00	1,628,073.97
Newark,	50,000.00	391,935.00	94,500.00	139,695.34	3,000 00	25,868.37	17,661.92	7,978.90	730,039.53
New Hampshire,		477,096.86	252,000.00	658,355.00	32,400.00	70,672.68	83,292.12	15,000.00	1,588,816.66
New York Bowery,	1,000.00	21,200.00		604,595.00	4,787.50	19,982.10	54,968.00	1,193.62	707,726.22
Niagara,	521,812.59	46,050.00	754,237.50	684,421.50	19,600.00	188,845.98	253,911.92	21,774.53	2,490,654.02
North American,	44,100.00	70,850.00	31,687.50	167,216.74	2,360.00	14,124.82	21,052.03	3,098.33	354,429.42
Northwestern Nat'l,		370,000.00	380,780.00	527,390.00		169,554.54	44,075.88	12,998.66	1,504,799.08
Pacific,	70,000 00	136,800 00	185,547.50	277,620.00	200.00	8,573 52	31,135.04	4,975.96	714,852.02
Pennsylvania,	152,500.00	467,570.00		2,004,092.50	470,925.00	77,212.74	172,862.05	9,468.10	3,354,630.39
People's, N. H.,		198,944.00	76,500.00	165,524.25	5,700.00	69,212.91	78,971.43	28,740.72	623,593 31
People's, N. Y.,			225,935.00	81,650.00	13,700.00	5,915.75	16,057.87	1,057.69	344,316.31
Phenix,	1,715,456.66	172,950.00	558,905.00	1,436,408.00	2,700.00	464,548.02	415,559.62	14,728.35	4,781,255 65
Providence Washg'n,				935,445.00		42,178.92	135,384.75	54,973.83	1,167,982.50
Reading,	27,200.00	249,410.06		190,365.00	15,950.00	42,021.48	25,684.16	3,420.94	554,051.64
Reliance,	100,000.00	127,100.00	40,125.00	531,335.00		12,076.07	16,223.79	3,068.52	829,928.48
Rochester German,	191,559.84	261,945.00	127,000.00	33,052.41		77,875.71	63,004.80	5,947.79	760,385.55
Springfield,	110,853.00	301,500.00	125,000.00	2,490,860.00	26,500.00	128,329.52	194,736.80	33,203.62	3,410,982.94
Spring Garden,	208,500.00	437,530.00		464,945.00	98,500.00	28,205.56	26,307.26	9,600.48	1,273,588.30
Traders,	1,500.00	228,781.50	252,750.00	651,811.50		26,390.33	42,716.09	26,318.22	1,230,267.64
Union, Penn.,	160,000 00	10,400.00	10,500.00	280,837.00	10,026.67	32,878.58	26,777.66	2,964.20	534,384.11
Union, Cal.,	125,000.00	186,250.00	38,100.00	665,008.27	31,000.00	52,543.91	137,387.01	35,398.65	1,270,687.84
United Firemen's,	108,850.00	603,671.50		245,825.00	56,000.00	22,575.80	18,344.33	17,084.95	1,072,351.58
United States,		540,200.00	72,247.50			7,920.66	25,212.69	5,823.00	651,403.85
Westchester,	177,000.00	392,720.00		742,700.00		106,894.46	98,490.70	3,901.37	1,521,706.53
Williamsburgh City,	634,843.90	326,550.00	43,400 00	277,455.00	350.00	31,977.87	61,004.59	17,730.19	1,393,311.55
Totals,	$11,281,186.48	22,631,631.80	13,842,017.50	45,873,771.72	4,141,823.34	$5,411,696.07	$6,194,562.30	1,340,221.57	110,716,910.78

TABLE II—CONCLUDED.

NAME OF COMPANY.	Value of Real Estate.	Loans on Bond and Mortgage.	United States Bonds.	All other Bonds and Stocks.	Loans on Collateral	Cash in Office and Bank.	Gross Prems. in course of Collection.	All other Assets.	Total Assets.
Mutual Cos. of other States.									
Fitchburg,	$1,955.00	$74,933.00	.....	$100,347.00	$12,600.00	$6,165.22	$11,981.45	$46,594.68	$254,576.35
Holyoke,	35,000.00	89,600.00	.....	672,176.00	.....	2,117.67	1,479.42	12,887.36	823,260.45
Merchants & Farm'rs,	30,000.00	122,650.00	.....	119,727.50	.....	13,701.43	7,292.31	4,000.00	297,371.24
Quincy	15,000.00	72,050.00	.....	344,484.00	103,500.00	25,831.20	10,359.77	15,035.50	586,260.47
Totals,	$81,955.00	$359,233.00	.....	$1,236,734.50	$116,100.00	$57,815.52	$31,112.95	$78,517.54	$1,961,468.51
Companies of other Countries.									
British America,	.....	.....	$412,487.50	$290,254.20	.....	$67,131.21	$91,590.28	$4,665.03	$866,128.22
City of London,	.....	.....	441,000.00	177,060.00	.....	19,642.60	71,545.70	5,453.81	714,702.11
Commercial Union,	$815,250.63	.....	945,000.00	445,900.00	.....	248,763.55	415,776 91	20,297.00	2,890,988.09
Guardian,	.....	$70,000.00	1,014,000.00	311,500.00	.....	61,107.45	51,164.55	13,248.76	1,521,020.76
Hamburg-Bremen,	.....	9,000.00	447,300.00	560,630.00	.....	53,764.77	76,398 64	5,486.61	1,152,580.02
Imperial,	451,634.70	.....	669,060.00	162,705.00	.....	53,679.10	155,076 24	124,882.72	1,617,037.76
Lancashire,	240,161.77	.....	1,030,776.25	411,340.00	.....	44,069.36	154,334.27	.....	1,880,681.65
Lion,	.....	174,800.00	214,200.00	238,500.00	$11,000.00	77,665.08	54,997.71	12,081.38	783,244.17
Liv. & Lon. & Globe,	1,499,500.00	1,954,850.00	1,992,375.00	353,275.00	.....	831,952.38	647,653.47	57,550.46	7,337,156.31
London,	.....	.....	892,500.00	586,315.00	.....	62,156.35	140,096.77	.....	1,681,068.12
Lon. & Lancashire,	.....	.....	628,650.00	1,154,041.00	.....	170,926.70	171,696.36	.....	2,125,314.06
No. Brit. & Mercan.,	.....	.....	1,040,795.00	2,028,577.00	.....	76,657.53	291,536.87	54,608.10	3,492,174.50
Northern,	114,505.44	.....	853,209.00	333,902.50	.....	75,031.99	125,478.01	10,946.50	1,513,073.44
Norwich Union,	.....	.....	643,890.00	568,225.00	.....	208,064.30	74,860.25	10,591.66	1,505,631.21
Phœnix,	.....	.....	1,518,465.00	.....	.....	199,529.97	248,137 00	.....	1,966,131.97
Queen,	30,000.00	.....	333,900.00	1,456,962.50	.....	191,453.69	198,542.66	6,783.33	2,217,642.18
Royal,	1,818,200.10	.....	705,600 00	2,091,915.00	50,000.00	222,872.09	495,397.48	22,751.30	5,406,735.97
Scottish Union,	.....	801,250.00	63,000.00	671,828 01	.....	62,285.90	49,076.50	26,318.39	1,673,758 80
Sun,	149,756.23	678,000.00	636,060.00	.....	.....	245,715.65	221,509 16	25,290.01	1,956,331.05
Transatlantic,	.....	.....	285,750.00	129,775.00	50,000.00	25,913.05	31,162.42	.....	522,600.47
United Fire Re-ins ,	.....	.....	211,000.00	573,562.50	.....	116,693.23	264,227.13	.....	1,165,482.86
Western,	.....	.....	359,265.00	472,232 50	.....	62,460.94	118,487.68	39,169.46	1,051,615.58
Totals,	$5,119,008.87	$3,687,900.00	15,338,282.75	13,018,500.21	$111,000.00	$3,177,536.89	$4,148,746.06	$440,124.52	$45,041,099.30
Grand Totals,	$17,903,630.23	30,445,390.73	29,815,197 75	81,455,042.05	4,514,226.13	10,685,628 05	12,108,844.05	2,015,692.64	188,943,651.63

TABLE III.

ITEMS COMPOSING THE LIABILITIES, DECEMBER 31, 1889.

NAME OF COMPANY.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Unearned Premiums.	Cash Dividends Unpaid.	Due for Commissions and Brokerage.	All other Liabilities.	Total Liabilities, except Capital, Scrip & Surplus.
Stock Cos. of Connecticut.								
Ætna,	$33,948.40	$160,569.74	$5,713.55	$2,090,699.18		$56,723.40	$214,072.14	$2,561,726.41
Connecticut,		67,697.62	12,576 43	745,163.98		28,000.00	159,000.00	1,012,438.03
Hartford,	70,353.15	105,024.47	26,177.51	2,197,320.61		37,500.00	105,140.15	2,541,515.89
Meriden,	11,089.72	6,828 02	1,050.00	75,873.77		2,106.94	800.00	97,748.45
National,	45,021.49	23,853 53	6,329.48	785,058 87		18,657.11	11,501.87	890,422.35
Norwalk,	225.00	72.50		5,676.46				5,973.96
Orient,		69,196.71	13,423.55	561,244.23		31,058.85	69,993.89	744,917.23
People's,		7,975.00		38,183.57		1,423.21		47,581.78
Phœnix,		240,654.93	13,868.50	1,749,245.41		42,750.00	27,006.64	2,073,525.48
Security,	34,145.00	21,695.00	550.00	269,106.10		11,770.99		337,267.09
Totals,	$194,782.76	$703,567.52	$79,689.02	$8,517,572.18		$229,990.50	$587,514.69	$10,313,116.67
Mutual Cos. of Connecticut.								
Danbury,				$624.10				$624.10
Farmers,				229.40			$400.00	629.40
Farmington Valley,	$350.00			348.44			131.87	830.31
Greenwich,	46.40			1,046.64			190.00	1,283.04
Hartford County,		$2,000.00		62,593.59			3,358 98	67,952.57
Litchfield,	800.00			7,788.82			745.50	9,334.32
Madison,				578.27			166.53	744.80
Middlesex,				126,827.16			3,891.57	130,718.73
Mutual, Harwinton,							4.00	4.00
Mutual, Norwich,				237.16			695.94	933.10
New London County,				14,071.36				14,071.36
Patrons,				2,381.50			261.50	2,643.00
Rockville,				984.86				984.86
State,				9,958.17			372.00	10,330 17
Tolland County,	4,775.40	3,650.00		38,771.14			516.45	47,712.99
Washington,		650.00		505.39				1,155.39
Windham County,				26,324.25				26,324 25
Totals,	$5,971.80	$6,300.00		$293,270.25			$10,734.34	$316,276 39

TABLE III—CONTINUED.

NAME OF COMPANY.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Unearned Premiums.	Cash Dividends Unpaid.	Due for Commissions and Brokerage.	All other Liabilities.	Total Liabilities, except Capital, Scrip & Surplus.
Stock Cos. of other States.								
Agricultural,	$19,482.10	$29,637.00	$17,146.00	$1,231,961.78	$40.00	$19,308.36	$21,600.00	$1,339,175.24
Albany,	10,689.00			54,404.02			2,613.95	67,706 97
American, Mass.,		26 684.66	1,000.00	172,800.29	78.00	2,836.94	4,751.30	208.151.19
American, N. J.,	19,655 76	16,058.42	4,173.22	379,127.73	5,472.40	4,805.48	4,438.00	433,731.01
American, N. Y.,	46,618.44			391,792.46		13,814.33	24,446.40	476,671.63
American, Penn.,	21,609.80	116,399.55	39,318 30	1,553,394. 24		3,617.96	67,740.25	1,802,080.10
American Central,	10,152.36	46,024.50	10,349.67	423,005 79		14,102.59		503,634.91
Anglo-Nevada,	16.879.58	51,210 51		448,612.48	1,067.50	30,000.00	55,763 54	603,533.61
Buffalo German,	8,162.52	8,670.00	1,500.00	322,703.49		9,426.59		350,462.60
California,	67,656.00	19.300 00	6,880.00	434,705.53		6,397.70	53,050.24	587,989.47
Citizens, N. Y.,	28,211.36	26,958.99	3,696.66	482.809.78	178.85	19,645.16	42,772.74	604,273.54
Citizens, Penn.,	22,865.52		4,652.27	174,187.37		4,458.00	775.29	206,938 45
Commerce,		13,100.00	1,000.00	70,602.82		830.63	221.74	85,755.19
Commercial,		31.154.81		164,379.01		1,507.89	52,176.10	249,217.81
Continental,		147,249.26	35,335.00	2,470,343.24	1,309.00	53,245.56	42,970.98	2,750,453.04
Denver,		1,147.67		54,538 83		525.83	4.607.70	60,820.03
Eliot,	28,816.00	11.784.00	1,000.00	104,456.38	25.00	3,501.70	3,425.00	153,008.08
Equitable,	14,959.47	16.122.53	1,530.00	155,431.17	516.20	4,577.97	2,500.00	195,637.34
Farragut,	4.293.20	5,628.26		114.545.76		2,405.57	2,316.66	129,189.45
Fire Association,	74.818.47	59.337.00	24,261.34	3,034,684.65		26,620.46	21,477.00	3.241,198.92
Fireman's Fund,	26,845 59	68.235.61	7,925.00	844,216.68		21,154.62	63,713.66	1,032,091.16
Firemen's,	6,068 94	6,666.94	4,787.40	211,467.26		1,361.43	3,320.92	233,672.89
First National,	4,876.86	3,350.00	800.00	55,170.62		2,269.31		66,466.79
Franklin,	18,305 43	6,125.00	6,324.00	1,765,294.71	150 00	8,133.37		1,804,332.51
German American,	37,547.02	149,395.29	13,310.00	2,037,339 11		54,564.37	98,485.59	2,390,641.38
Germania,	99,897.27	28.959.78	22.923.77	1,031,339.67		23,952.65	52,403 22	1,259,476.36
Girard,		23,252 33	3,891.43	563,934.76		22.417.39	11,843.50	625,339.41
Glens Falls,	12.612.46	7,862 40	3,310.00	550,986.92		7,898.98	10,002.23	592,672.99
Granite State,	11,956.30	9.090.33	1,395 55	190,422.29		5,354.62	13,508.04	231,727.13
Greenwich,	13,500.00	168,579.68	10,578.30	643,325.68		26,500.00	2,500.00	864,983.66

Hanover,	58,832.25	47,748.66	9,022.76	890,026 63		24,726.87	94,642.14	1,124,999.31
Home,	91,581.65	398,136.73	42,269.11	3,771,943 00		102,637 73	272,922.18	4,679,490.40
Ins. Co. of No. Am.,	72,706.00	214,522.00	20,672.00	3,004,570.00		81,626.45	167,458.32	3,561,554.77
Ins. Co. of State of Pa.,		72,147.00		383,686.75		1,431.69	5,500.00	462,765.44
Jersey City,		17,761.62		91,491.57		720.37		109,973.56
Liberty,	77,092.81	9,590.84	1,050.00	450,794.78		23,589.23	13,037.46	575,155.12
Long Island,								
Merchants, N. J.,	42,202.42	30,410.39	15,389.42	559,427.70	835.00	15,392.31	29,085.51	692,742.75
Merchants, R. I.,	30,994.46	13,101.68	53.99	150,251.22		2,588 52	285.39	197,275.26
Michigan,	15,540 45	7,567.00	2,900.00	205,582.52		7,097.84		238,687.81
Milwaukee Mechanics,	8,715.37	17,200.00	6,450.00	466,557 42	137.50	6,470.32		505,530.61
Newark,	21,729.20	12,955.66	2,859.02	144,014 93	6,712.84	4,806 90	56.63	193,135.18
New Hampshire,	59,162 76	46,345 87		543,169.80		16,658.42		665 336 85
New York Bowery,	82,120.75	2,202.37	8,676.88	237,051.45		11,331 10	4,800 00	346,182.55
Niagara,		206,897.37	31,535.81	1,298,632.04	663.50	43,423.23	58,240.91	1,639,392.86
North American,	15,730.39	7,098 95		126,281.57		2,826.42	1,381.28	153,318.61
Northwestern Nat'l,	17,104.80	25,106.00	1,000.00	503,955.59		11,018.97	2,410.96	560,596.32
Pacific,	1,124.47	21,063.47	4,400.00	170,783.28		7,902.80	4,487.18	209,761.20
Pennsylvania,	21,030.99	52,957.03	14,070.06	1,426,053.07		24,694 58		1,538,805 73
People's, N. H,	16,992.55	15,950.00	2,400.00	275,343.70		14,029.16	2,491.63	327,207.04
People's, N. Y.,	24,359.09	2,137.13	1,936.91	83,588 70		3,663.00	3,526.88	119,211.71
Phenix,		145,382.65	30,715.00	3,176,351.99		25,669.24	111,057.17	3,489,176 05
Prov. Washington,	10,188.59	65,422.27	12,881.00	606,722.95		23,666 38		718,881.19
Reading,	8,595.58	3,656.00	3,670.75	143,243.69	798.90	3,538 27	4,588.84	168,092.03
Reliance,	10,029.71	12,227 50		226,003.38		510.57	994.85	249,766.01
Rochester German,	8,162.66	11,392.85	2,300.00	310,833.52		9,000.69	58,557.46	400,247.18
Springfield,	95,142 06	69,476.87	22,097.32	1,174,546 51		29,210.52		1,390,473.28
Spring Garden,	8,538 27	9,123.25		540,086.13		2,422.56	154.80	560,325.01
Traders,	18,207 05	29,037.07	8,695.90	349,940.13		4,230 63	72,457.05	482,567.83
Union, Penn,	33,571.63	10,363 83	5,013.70	213,193.35	2,414.82	3,825.38	1,289.03	269,671.74
Union, Cal.,	8,535.00	55,650.65	5,400.00	422,509.03	10.00	5,075.00	76,181.60	573,361.28
United Firemen's,	9,721.51	9,009.48	4,124.00	661,967 35		4,596.33	4,311.09	693,729.76
United States,	10,833.29	4,500.00	2,400.00	125,435.45	186.00	4,794.00	5,116.00	153,264.74
Westchester,	32 945.16	36,405.00	3,300.00	723,245.19		19,353.83	16,182 89	831,432.07
Williamsburgh City,	7,154.55	23,157.84	8,599.20	438,383.62	30.00	10,862.91	17,744.76	505,932.88
Totals,	$1,545,124.92	$2,80 ,689.55	$500,970.74	$44,027,652.53	$20,625 51	$948,627.68	$1,692,386.06	$51,539,076.99

TABLE III — CONCLUDED.

NAME OF COMPANY.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Unearned Premiums.	Cash Dividends Unpaid.	Due for Commissions and Brokerage.	All other Liabilities.	Total Liabilities, except Capital, Scrip & Surplus.
Mutual Cos. of other States.								
Fitchburg,	.....	$2,001.00	.....	$142,066.18	$3,550.00	.....	$732.61	$148,349.79
Holyoke,	.....	2,112.00	.....	238,687.10	.....	$261.76	.....	241,060 86
Merchants & Farmers,	$8,000.00	6,096.00	.....	159,564.51	2,500.00	958.84	.....	177,119.35
Quincy,	.....	13,375.00	.....	230,427.31	.....	.....	6,956.76	250,759.07
Totals,	$8,000.00	$23,584.00	.....	$770,745.10	$6,050.00	$1,220.60	$7,689.37	$817,289.07
Companies of other Countries.								
British America,	$13,299.27	$18,518 72	$6,975.00	$395,196 78	.....	$16,963 29	$123,847.87	$574,800.93
City of London,	21,060.04	18,720.33	6,100.00	321,250.65	.....	14,696.52	4,876.32	386,703.86
Commercial Union,	.....	176,594.71	11,222.66	1,632,465 89	.....	58,832.96	167,542.29	2,046,658.51
Guardian,	33,956.42	31,065.48	1,500.00	675,856.98	.....	3,759.73	240,328.56	986,467.17
Hamburg-Bremen,	500.00	33,355.00	29,400.00	687,568.24	.....	14,650.51	146 988.59	912,462.34
Imperial,	26,352.44	44,725.10	24,311.30	766,415.35	.....	26,224.36	253,275.61	1,141,304.16
Lancashire,	27,689 24	83,443.95	18,676.55	980,263.40	.....	6,000.00	122,812.50	1,238,885.64
Lion	10,992.77	30,639.00	5,812.08	259,258.29	.....	8,877.08	197,121.01	512,700.23
Liv. & Lond. & Globe,	6,622 99	342,466 91	42,465.00	3,559,959.32	.....	77,156 33	361.883.78	4,390,554.33
London,	.....	74,833 33	.....	673,814.06	.....	20,013.82	196,978.76	965,639.97
London & Lancashire,	44,473 84	97,474.83	19,325.26	1,122,479.81	.....	25,582.46	233,360 04	1,542,696.24
No. Brit. & Mercantile,	66,434.39	100,641.84	15,737.59	1,450,481.41	.....	41,648 12	158,123.69	1,833,067.04
Northern,	37,228.01	45,074.86	20,751.00	731,031.79	.....	19,782.25	168,036 80	1,021,904.71
Norwich Union,	90,014.89	.....	.....	747,944.73	.....	17,624.21	171,710.26	1,027,294.09
Phœnix,	57,285.00	122,975.00	11,468.00	1,065,023.82	.....	51,091.35	249.320.31	1,557,163.48
Queen	70.401.72	58,969.80	14,650.00	1,178,833 32	.....	30,136.08	184,518.03	1.537,508.95
Royal,	15,675.65	248,292.51	53,913.00	2,672,107.77	.....	94,022.54	293,540.23	3,377,551.70
Scottish Union	28,073.50	27.740.00	4,212.08	340,962 35	.....	8,547.55	202,579.59	612,115.07
Sun	45,903.49	66,107.00	12,810.00	961,322.68	.....	25,175.00	120,143.09	1,231,461.26
Transatlantic	.....	14,598.50	5,217.50	159,928.97	.....	5.193.74	.....	184,938.71
United Fire Re-ins.	127,870.00	.....	.....	557,234.62	.....	66,056.78	.....	751,161.40
Western,	.....	70 412.11	4.800.00	518,219 35	.....	15,454.91	106,207.59	715,093.96
Totals	$723,833.66	$1,706,648.98	$309,347.02	$21,457,619.58	.....	$647,489.59	$3,703,194.92	$28,548,133.75
Grand Totals	$2,477,713.14	$5,243,790.05	$890,006.78	$75,066,859.64	$26,675.51	$1,827,328 37	$6,001,519.38	$91,533,892.87

TABLE IV.

INCOME DURING THE YEAR ENDING DECEMBER 31, 1889.

Name of Company.	Fire Premiums, Net.	Marine and Inland Premiums, Net.	Interest on Bond and Mortgage.	Other Interest and Dividends.	Rents.	All other Sources.	Total Income.
Stock Companies of Connecticut.							
Ætna,	$2,734,754.40	$138,708.64	$2,333.76	$418,543.66	$6,433.10		$3,300,773.56
Connecticut,	1,069,531.04		37,574.54	60,698.01			1,167,803.59
Hartford,	2,821,338.82		64,555 64	156,233 51	17,405.56		3,059,533.53
Meriden,	125,027.25		1,322.40	14,146.16		$1,895.27	142,391.08
National,	1,013,840.29		43,048.71	73,444.92	2,623.73		1,132,957.65
Norwalk,	7,748.50		1,322.48	3,508.68			12,579.66
Orient,	834,586 32	2,784.58	14,372.21	65,207.21	604.56		917,554.88
People's,	65,165.90			19,907.73			86,073.63
Phœnix,	2,559,539.35		38,948.28	174,118.48	5,444.14		2,778,050.25
Security,	378,541.78	85,979.85	7,183.76	16,141.30		16.61	487,863.30
Totals,	$11,611,073.65	$227,473.07	$210,661.78	$1,001,949.66	$32,511.09	$1,911.88	$13,085,581.13
Mutual Companies of Connecticut.							
Danbury,	$542.11		$381.00	$110.99			$1,034.10
Farmers,	76.46			15.75		$24.00	116.21
Farmington Valley,	186 24		338.83	184.04			709.11
Greenwich,	442.24			212.06			654.30
Hartford County,	40,216.40			21,053.34		1,500.00	62,769.74
Litchfield,	5,126.78		483.46	3,777.52	$25.00		9,412.76
Madison,	488.30		242 29	178.45			909.04
Middlesex,	62,569.19		1,625.00	29,451.51	2,503.47	1,500.00	97,649.17
Mutual, Harwinton,				2.50		421.90	424 40
Mutual, Norwich,	474.31			295.60			769.91
New London County,	10,746.78			4,266.18			15,012.96
Patrons,	1,702.71						1,702.71
Rockville,	483 79			260.53			744 32
State,	7,697.79		1,286 30	1,241.50			10,225.59
Tolland County,	24,152.57		1,840.59	1,498.50	132.95		27,624.61
Washington,	564.67						564.67
Windham County,	12,829.49			2,592.50			15,421.99
Totals,	$168,299.83		$6,197.47	$65,140.97	$2,661.42	$3,445.90	$245.745.59

TABLE IV — CONTINUED.

NAME OF COMPANY.	Fire Premiums, Net.	Marine and Inland Premiums, Net.	Interest on Bond and Mortgage.	Other Interest and Dividends.	Rents.	All other Sources.	Total Income.
Stock Companies of other States.							
Agricultural,	$813,276.43		$72,080.24	$24,740.12	$3,560.00		$913,656.79
Albany,	77,296.91		10,382.87	9,535.69		$3,289 25	100,504.72
American, Mass.,	213,033.60	$44,941.90		23,877.00			281,852.50
American, N. J.,	426,547 88		64,328 17	18,402.49	5,029.64		514,308.18
American, N. Y.,	585,937.86		3,247.00	49,468.40			638,653 26
American, Penn.,	1,613,379.11		51,139.03	50,722.27		57,332.78	1,772,573.19
American Central,	535,606.23			35,869.51	25,388.43		596,864.17
Anglo-Nevada,	806,161.62	86,277.66	50,365.30	74,268.91			1,017,073.49
Buffalo German,	398,025.88		22,177.43	21,594.55	16,143.70	2,747.20	460,688.76
California,	532,042.41	173,372.97	1,132.86	48,726.11	600.00	2,435 10	758,309.45
Citizens, N. Y.,	632,602.16		4,402.92	28,389.60	6,210.84		671,605.52
Citizens, Penn,	270,330.68		10,500.54	15,736.13	5,597.57		302,164.92
Commerce,	105,172.92		1,052.73	14,034.60	2,145.62		122,405.87
Commercial,	372,697.55	26,474.34	11,861.89	24,126.83			435.161.61
Continental,	2,195,067.62	8,918.04	9,494.46	188,094.76	37,873.54		2,439,448.42
Denver,	60,011.78		6,644.12	806.60		1,003.05	68.465.55
Eliot,	147,346.88		5,262.50	9,868.45		3,273.98	165,751.81
Equitable,	243,451.05	4,917.66	5,710.80	15,853 81	4,707.18		274,640.50
Farragut,	157,307.76		1,410.98	13,015.18	480 00		172,213 92
Fire Association,	1,592,651.05		83,480.55	134,832.70	2,646 86	3,901.27	1,817,512 43
Fireman's Fund,	1,072,680 53	165,108.31	32,456.62	57,219.43	20,182.19		1,347,647.08
Firemen's,	282,545.31		50,016.55	36,711.87	7,812.11		377,085.84
First National,	79,705.74		8,866 12	5,240.18		2,900.00	96,712.04
Franklin,	472,439.08		75,514.23	56,375.24	9,851.16	2,156.00	616,334.71
German American,	2,430,361.65			210,114.75			2,640 476.40
Germania,	1,187,372.88		4,411.47	106,272.11			1,298.056.46
Girard,	374,264.86		35,137 31	21,328.67	8,901.15		439,631.99
Glens Falls,	513,445.81		38,643.89	45,993.58	267.00		598,350.28
Granite State,	266,361.07		6,048.99	10,596.68			283,006.74
Greenwich,	746,484.98	197,929.11	1,119.00	42,444.68	13,269.94	5,245.00	1,006,492.71

Hanover,	1,176,376.63		4,335.00	91,287.32			1,271,998.95
Home,	4,180,232.35	157,170.58	40,254.86	255,435.71	87,488.10		4,720,581.60
Insurance Co. of North America,	2,617,030.70	1,369,543.38	135,715.51	232,628.61		38,437.30	4,393,355.50
Insurance Co. of State of Penn.,	326,560.48		6,422.98	11,936.43	20,262.66	1,143.16	366,325.71
Jersey City,	107,623.90		9,032.89	6,912.32	3,160.53	1,237.44	127,967.08
Liberty,	715,848.48	27,318.91		34,330.19			777,497.58
Long Island,							
Merchants, N. J.,	809,024.80		22,715.15	39,959.80	2,547.00		874,246.75
Merchants, R. I.,	237,719.52		4,807.60	16,900.78		420.53	259,848.43
Michigan,	322,328.07	65,885.94	38,350.84	3,439.44		4,490.30	434,494.59
Milwaukee Mechanics,	518,553.73		35,698.92	39,122.55	999.98	401.26	594,776.44
Newark,	203,871.70		20,767.54	10,321 54	965.00		235,925.78
New Hampshire,	731,395 67		25,594 36	46,971.67			803,961.70
New York Bowery,	339,193 21		1,202.00	24,104.55			364,499 76
Niagara,	1,589,725.86	16,147.77	2,654.67	64,406.43	18,392.48		1,691,327.21
North American,	163,114.91		3,343.32	10,550.78	1,316 04	1,570.35	179,895.40
Northwestern National,	550,452.99	1,916.30	23,159.08	41,800.33			617,328.70
Pacific,	237,801.34		6,556.80	14,849.00	2,350.02		261,557.16
Pennsylvania,	1,072,173.50		19,409.50	119,916.29	2,885.53		1,214,384.82
People's, N. H.,	460,931.13	6,986.74	12,130.40	15,301.30			495,349.57
People's, N. Y.,	124,949.80	10,002.26		13,046.20			147,998.26
Phenix,	3,415,736.78		9,858.65	77,033.79	62,757.11		3,565,386 33
Providence Washington,	654,207.86	299,673.67		41,288.29			995,169.82
Reading,	198,204 86		12,946.41	10,773.52	1,263.92	2,000.51	225,189.22
Reliance,	175,224.22		6,136.69	27,184.49	2,030.70	254.22	210,830.32
Rochester German,	389,960.58		15,725.65	5,262.59	9,307.80	7,191.79	427,448.41
Springfield,	1,681,051.99		11,347.31	114,319.77	4,388.01		1,811,107.08
Spring Garden,	257,026.44		18,390.04	31,638.29	3,410.56	965.26	311,430.59
Traders,	527,233.88	353.01	13,323.36	45,143.40			586,053.65
Union, Pa.,	277,045.36	104,216 33	400.00	17,947.00	6,828.06	12.67	406,449.42
Union, Cal.,	719,745.71	95,999.33	10,446 39	48,879.36	8,460.00		883,530.79
United Firemen's,	222,317.19		28,618.52	16,084.02			267,019.73
United States,	159,851.64	26,332.03	29,662.88	1,420.69		2.50	217,269.74
Westchester,	867,328.27	3,300.96	21,221.29	35,077.46	2,227.30		929,155.28
Williamsburgh City,	534,071.09		12,979.06	17,301.98	26,571.28		590,923.41
Totals,	$45,767,523.93	$2,892,787.20	$1,270,096.24	$2,976,836.79	$438,279.01	$142,410.92	$53,487,934.09

TABLE IV — CONCLUDED.

NAME OF COMPANY.	Fire Premiums, Net.	Marine and Inland Premiums, Net.	Interest on Bond and Mortgage.	Other Interest and Dividends.	Rents.	All other Sources.	Total Income.
Mutual Companies of other States.							
Fitchburg,	$122,019.86			$9,363.45			$131,383.31
Holyoke,	139,018.15		$4,940.14	36,347.13	$1,958.45		182,263.87
Merchants and Farmers,	86,576.27		6,969.73	6,186.32	1,117.00		100,849.32
Quincy,	135,582.45		4,711.63	19,625.04	443.33	$317.84	150,680.29
Totals,	$473,196.73		$16,621.50	$71,521.94	$3,518.78	$317.84	$565,176.79
Companies of other Countries.							
British America,	$547,415 29	$60,475.36		$27,436.19			$635,326.84
City of London,	502,668.14			22,300.00			524,968.14
Commercial Union,	2,172,422.77	218,131.41	$61,425.00	2,354.81	$12,130.20		2,466,464.19
Guardian,	843,293.35		3,150.00	28,940.14	2,150.00	$18,000.00	895,533.49
Hamburg-Bremen,	949,419.61		900.00	41,358.68			991,678.29
Imperial,	1,087,912.15			31,070.83	16,629.32	297.84	1,135,910.14
Lancashire,	1,454,982.43			66,777.72			1,521,760.15
Lion,	416,331.50		8,833.74	16,574.90			441,740.14
Liverpool & London & Globe,	4,273,371 92		72,102.22	88,423.36	82,770.64		4,516,668 14
London,	868,056.35			54,676.46			922,732.81
London & Lancashire,	1,553,943.54			77,523.23			1,631,466.77
North British & Mercantile,	1,893,191.92			147,627.12			2,040,819.04
Northern,	944,443 07			44,287.96	1,000.00	34.50	989,765 53
Norwich Union,	1,019,597.31			51,068.13			1,070,665.44
Phœnix,	1,295,691.84			58,900.00			1,354,591.84
Queen,	1,475,924.02			78,135.17	2,039.86		1,556,099.05
Royal,	3,079,211.93			116,113.42	81,414.53		3,276,739.88
Scottish Union,	502,875.81		39,441.80	22,009.24			564,326.85
Sun,	1,211,377.00		41,692.97	31,098.78			1,284,168.75
Transatlantic,	263,140.46			16,414.52			279,554.98
United Fire Re-insurance,	931,808.99			38,544 38			970,353.37
Western,	844,393.72	396,111.97		33,243.68			1,273,749.37
Totals,	$28,131,473 12	$674,718.74	$227,545.73	$1,094,878.72	$198,134.55	$18,332.34	$30,345,083.20
Grand Totals,	$86,151,567.26	$3,794,979.01	$1,731,122.72	$5,210,328.08	$675,104.85	$166,418.88	$97,729,520.80

TABLE V.

ITEMS COMPOSING THE EXPENDITURES DURING THE YEAR ENDING DECEMBER 31, 1889.

Name of Company.	Losses.	Dividends.	Commissions and Brokerage.	Salaries and Fees.	Taxes.	All other Expenditure.	Total Expenditure.
Stock Companies of Connecticut.							
Ætna,	$1,634,843.04	$720,000.00	$458,198.12	$177,057.31	$51,510.59	$223,934.23	$3,265,543.29
Connecticut,	664,420.16	80,000.00	182,261.34	95,431.34	24,875.51	84,324.51	1,131,312.86
Hartford,	1,624,370.15	250,000.00	459,774.43	199,143.89	55,835.47	215,430.47	2,804,554.41
Meriden,	82,059.00	16,000.00	23,355.56	9,400 00	2,688.08	6,145.85	139,648.49
National,	565,297.19	100,000.00	168,636.48	92,225.12	24,481.59	70,582.65	1,021,223.03
Norwalk,	3,853.94	4,000.00	2,302.50	1,745.00	.....	1,021.54	12,922.98
Orient,	525,083.16	60,000 00	153,978.36	52,624.70	20,549.94	71,446.84	883,683 00
People's,	55,635.55	16,000.00	11,273 66	4,950.00	.....	1,252.46	89,111.67
Phœnix,	1,625,182.55	280,000.00	430,641.47	104,067 52	74,184.89	223,642.22	2,737,718.65
Security,	300,897.92	17,500.00	108,555.90	49,209.82	4,659.73	....	480,823.37
Totals,	$7,081,642.66	$1,543,500.00	$1,998,977.82	$785,854.70	$258,785.80	$897,780.77	$12,566,541.75
Mutual Companies of Connecticut.							
Danbury,	.....	.....	$54.01	$115.00	$177.20	$45 73	$391.94
Farmers,	.....	.....	.....	30.00	.....	37.50	67.50
Farmington Valley,	.....	.....	.....	50.00	62.97	12.14	125.11
Greenwich,	.....	.....	.....	150.00	51.81	40.00	241.81
Hartford County,	$26,800.97	.....	5,910.76	6,200.00	2,826.16	3,060.73	44,798.62
Litchfield,	3,434.75	.....	403.67	1,000.00	645.69	176.76	5,660.87
Madison,	10.00	.....	.....	100.68	57.09	2,642.83	2,810.60
Middlesex,	31,090.62	.....	9,368.58	10,033.34	4,706.07	5,423.60	60,622.21
Mutual, Harwinton,	300.00	.....	.....	52.04	11.53	34 50	398.07
Mutual, Norwich,	592.80	.....	.....	200.00	97.33	7.25	897.38
New London County,	6,730.75	.....	1,801.26	1,797.50	616.50	673.27	11,619.28
Patrons,	647.00	.....	.....	607.21	.....	.....	1,254.21
Rockville,	60.00	.....	45.58	25.00	32.93	38.28	201.79
State,	4,079.54	.....	1,009.53	3,450.00	351.24	574.69	9,465 00
Tolland County,	19,765.01	.....	3,648.56	2,430.00	545.26	2,234.07	28,622.90
Washington,	.....	.....	.....	76.44	.....	.....	76.44
Windham County,	14,092.53	....	1,868.57	1,600.00	464.20	266.51	18,291.81
Totals,	$107,603.97	....	$24,110.52	$27,917.21	$10,645.98	$15,267.86	$185,545.54

TABLE V. — CONTINUED.

NAME OF COMPANY.	Losses.	Dividends.	Commissions and Brokerage.	Salaries and Fees.	Taxes.	All other Expenditure.	Total Expenditure.
Stock Companies of other States.							
Agricultural,	$377,075.02	$49,990.00	$211,090.50	$93,369.40	$16,468.26	$52,871.24	$800,864.42
Albany,	45,438.48	20,000.00	12,285.70	7,533.07	2,592.92	2,932.61	90,782.78
American, Mass.,	215,569.40	9,036 00	52,768.44	24,145.35	6,040.41	19,653.37	327,212.97
American, N. J.,	216,226.09	62,622.40	70,901.57	43,832.26	16,077.79	37,495.39	447,155.50
American, N. Y.,	379,211.10	*41,358.88	126,385 40	57,357.38	6,744.23	74,064.22	685,121.21
American, Penn.,	1,007,539.35	50,345.00	299,227.24	205,241.89	36,113.45	22,465.19	1,620,932.12
American Central,	319,074.60	57,000.00	73,454.10	51,469.14	10,751.98	85,571.55	597,321.37
Anglo-Nevada,	690,608.75	90,000.00	162,143 66	85,963.59	10,587.28	117,682.43	1,156,785.71
Buffalo German,	244,204.25	40,000.00	82,275.86	20,951.84	7,470.89	26,305.64	421,208.48
California,	535,533.33	36,000.00	127,627.13	50,697.92	18,699 30	66,591.87	835,149.55
Citizens, N. Y.,	356,063 31	30,093.25	124,616.75	46,810.54	14,687.25	90,895 03	663,166.13
Citizens, Penn.,	179,456.88	.....	60,201.24	10,998.84	9,723.80	15,565.30	275,946.06
Commerce,	95,706.92	100,000.00	19,866 95	11,755.00	7,686.55	6,454.48	241,469.90
Commercial,	352,048.06	12,000.00	85,576 69	34,991.48	8,377.17	31,814 47	524,807.87
Continental,	1,287,039.76	*141,194.44	438,725.31	261,618.64	48,772.43	156,630.74	2,333,981.32
Denver,	8,500.19	.....	16,427.35	15,275 83	1,467.73	11,492.62	53,163.72
Eliot,	120,825.56	19,975.00	23,638.07	11,805.96	2,121.94	14,720.27	193,086.80
Equitable,	159,963.65	23,644.60	45,804.83	38,266.99	8,675.85	.....	276,355.92
Farragut,	76,695.40	20,000.00	28,464.41	23,580.00	3,981.52	18,414.21	171,135.54
Fire Association,	1,024,123.82	200,000.00	309,606.94	145,199.93	57,567.66	23,147.21	1,759,645.56
Fireman's Fund,	728,807.10	120,000.00	168,698.65	108,135.95	17,639.45	121,909.29	1,265,190.44
Firemen's,	254,654.17	*72,054.03	49,640.51	18,851.04	12,945.10	19,929.36	428,074.21
First National,	82,168.12	16,000 00	14,760.85	6,350.00	960.70	5,693.87	125,933.54
Franklin,	311,352 20	100,142.50	81,633.89	54,163.23	21,924.01	68,741.95	637,957 78
German American,	1,426,058.03	200,000.00	397,152.65	192,075.44	61,808.50	245,017.10	2,522,111.72
Germania,	607,862.91	100,000.00	166,850.81	86,495.01	28,613.69	158,867.93	1,148,690.35
Girard,	216,667.35	72,000.00	68,534.34	47,360.55	14,294.82	26,288.13	445,145.19
Glens Falls,	257,085.20	20,000.00	101,185.14	47,266.05	11,645.64	36.465.26	473,597.29
Granite State,	163,749.02	.....	43,622.13	14,410.39	5,459.48	14.519.36	241,760.38
Greenwich,	622,551.00	20,000.00	230,666.45	58,551.46	9,226.25	54,013.80	995,008.96
Hanover,	654,962.17	100,000.00	231,253.25	135,006.65	26,795.62	103,953.44	1,251,971.13

Home,	2,908,329.98	300,510.00	814,207.91	413,161.48	72,736.42	297,648.31	4,806,594.10
Insurance Co. of No. Am.,	2,690,218.82	450,000.00	662,172.24	210,873.91	114,215.84	228,150.37	4,355,631.18
Ins. Co. of State of Penn.,	194,620.24	20,000.00	73,955.79	41,414.36	10,896.59	13,187.40	354,074.38
Jersey City,	53,417.41	17,500.00	26,342.05	11,794.09	3,349.93	10,004.81	122,408.29
Liberty,	507,037.77	.....	159,951.36	57,145.02	15,420.87	90,663.48	830,218.50
Long Island,	.....	.....	.....	.....	.....	.....	.....
Merchants, N. J.,	493,353.32	39,165.00	157,919.14	33,985.75	21,087.03	83,013.54	828,523.78
Merchants, R. I.,	144,677.95	16,000.00	43,514.32	35,335.73	6,488.19	.....	246,016.19
Michigan,	262,649.86	32,000.00	71,902.13	11,411.59	11,854.74	40,263.06	430,081.38
Milwaukee Mechanics,	267,799.82	50,029.50	125,200.20	43,661.87	17,946.57	32,283.22	536,921.18
Newark,	124,475.14	25,229.40	44,182.36	17,389.13	7,596.70	10,481.16	229,353.89
New Hampshire,	441,850.91	48,000.00	154,199.65	38,808.90	20,430.01	35,128.19	738,417.66
New York Bowery,	267,712,84	27,000.00	74,842.59	35,217.30	8,596.47	28,050.36	441,419.56
Niagara,	963,494.12	49,992 50	278,771.21	124,850.00	38,134.54	177,587.25	1,632,829.62
North American,	147,391.49	12,064.00	22,004.03	13,037.80	5,972 99	20,716.95	221,187.26
Northwestern National,	298,958.82	66,000.00	104,925.32	54,398.47	13,693 50	40,042.29	578,018.40
Pacific,	169,042.07	24,000.00	52,143.92	18,047.40	5,656.06	14,633.65	283,523.10
Pennsylvania,	583,732.80	50,000.00	255,337.64	41,790.12	28,469.33	52,758.29	1,012,088.18
People's, N. H.,	276,440.16	15,000.00	96,926.45	16,465 05	9,356.84	28,245.33	442,433.83
People's, N. Y.,	78,205.57	12,000.00	31,332.39	11,574.96	1,741.52	9,468.90	144,323.34
Phenix,	1,908,851.39	60,000.00	700,227.59	298,404.52	58,448.21	344,225.19	3,370,156.90
Providence Washington,	665,804.48	32,000.00	181,575.49	53,487.14	22,331.76	67,124.96	1,022,323.83
Reading,	105,638.88	19,994.80	36,499.84	10,632.00	4,862.62	12,252.51	189,880.65
Reliance,	129,280.70	24,000.00	34,206.96	11,851.65	6,099.25	8,937.04	214,375.60
Rochester German,	225,399.88	20,000.00	84,759.91	20,809.08	13,539.20	29,546.11	394,054.18
Springfield,	980,718.15	125,000.00	288,167.71	72,926.51	55,238.64	156,845.37	1,678,896.38
Spring Garden,	198,266.09	64,000.00	55,603.44	17,791.67	14,941.56	14,427.25	365,029.99
Traders,	393,998.72	50,000.00	101,102.57	41,756.59	15,723.01	24,510.47	627,091.36
Union, Penn.,	346,409.27	132.31	64,710.10	23,454.31	8,899.44	52,191.18	495,796.61
Union, Cal.,	588,403.03	29,990.00	200,703.56	50,152.59	19,101.06	67,206.24	955,556.48
United Firemen's,	157,263.87	18,000.00	47,030.56	16,227.46	5,932.71	16,059.77	260,514.37
United States,	104,220.10	29,994 25	46,545.80	18,104.80	7,628 63	19,460.01	225,953.59
Westchester,	471,943.49	30,000.00	185,754.75	37,433.48	21,413.59	101,546.76	848,092.07
Williamsburgh City,	285,217.74	50,115.00	133,298.52	59,771.65	5,096.76	38,160.02	571,659.69
Totals,	$30,451,596.07	$3,631,172.86	$9,335,104.31	$3,972,697.20	$1,178,622.25	$3,894,986.75	$52,464,179.44

*Includes dividends to policy-holders.

TABLE V. — CONCLUDED.

NAME OF COMPANY.	Losses.	Dividends.	Commissions and Brokerage.	Salaries and Fees.	Taxes.	All other Expenditure.	Total Expenditure.
Mutual Companies of other States.							
Fitchburg,	$53,308.20	$36,218.11	$18,178.59	$6,678.80	$937.99	$6,427.06	$121,748.75
Holyoke,	64,623.94	†57,416.56	21,277.41	11,798.34	1,471.41	16,646.32	173,233.98
Merchants & Farmers,	44,411.19	30,640.96	12,979.62	7,428.92	1,676.27	2,891.21	100,028.17
Quincy,	54,682 44	54,841.89	19,716.38	10,489.98	2,193.70	6,313.86	148,238.25
Totals,	$217,025.77	$179,117.52	$72,152.00	$36,396.04	$6,279.37	$32,278.45	$543,249.15
Companies of other Countries.							
British America,	$409,614.48		$126,226.44	$13,225.72	$16,342.59	$25,081.05	$590,490.28
City of London,	447,109.29		95,967.14	33,436.76	19,173.47	35,972.03	631,658.69
Commercial Union,	1,722,866.31		469,711.27	124,158.80	54,218.03	137,508.53	2,508,462.94
Guardian,	485,579.03		176,741.60	96,036.23	23,791.89	84,671.09	866,819.84
Hamburg-Bremen,	657,086 64		162,523.16	82,122.10	23,114.73	69,700.74	994,547.37
Imperial,	704,429.23		203,025.57	114,878.55	39,199.69	32,009.97	1,093,543.01
Lancashire,	996 809.08		298,630.88	174,484.47	33,094.12		1,503,018.55
Lion,	326,648.77		70,388.58	30,368.51	11,717.63	24,406.86	463,530.35
Liverpool & London & Globe,	2,803,933.46		791,479 80	222,713.68	83,906.70	200,937.73	4,102,971.37
London,	576,925.94		175,445.59	65,163.06	23,545.66	51,189.80	892,270.05
London & Lancashire,	1,022,216.77		314,289.89	69,881.33	32,992.63	88,823.86	1,528,204.48
North British & Mercantile,	1,280,599.27		314,308.25	232,116.71	49,561.95	70,506 15	1,947,092.33
Northern,	689,737.94		160,006.77	65,515.79	27,399.65	104,121.81	1,046,781.96
Norwich Union,	662,075.05		183,658 34	71,303 94	13,359.92	69,821.83	1,000,219.08
Phœnix,	955,432.30		271,465.23	72,452.06	45,913.59	57,508.96	1,402,772.14
Queen,	880,160.23		221,612.58	103,142.72	43,526.26	90,110.05	1,338,551.84
Royal,	1,735,924.17		562,846.62	159,376.61	69,552.88	244,140.26	2,771,840.54
Scottish Union,	354,033.00		84,881.93	30,057.92	16,398.83	19,168.97	504,540.65
Sun,	795,100.56		210,064.53	64,876 94	26,176.31	116,187.32	1,212,405.66
Transatlantic,	148,346.56		65,333.56	16,880.57	5,536.37	17,461.85	253,558.91
United Fire Re-insurance,	724,232.64		200,572.94	41,447.77	1,084.32	17,886.43	985,224.10
Western,	918,130.17		228,294.72	26,600.00	26,771 39	91,778.68	1,291,574.96
Totals,	$19,296,990.89		$5,387,475.39	$1,910,240.24	$686,378.61	$1,648,993 97	$28,930,079.10
Grand Totals,	$57,154,859 36	$5,353 790.38	$16,817,820.04	$6,733,105.39	$2,140,712.01	$6,489,307.80	$94,689,594.98

† Includes $7,000 to holders of guarantee stock.

TABLE VI.

INCOME, EXPENDITURES, PREMIUMS RECEIVED, COMMISSIONS PAID DURING THE YEAR 1889.

Name of Company.	Cash Premiums Received, Entire.	Total Cash Income.	Total Cash Outgo.	Per Cent. of Outgo to Income.	Amount of Losses Paid.	Per Cent. of Losses Paid to Premiums.	Commissions and Brokerage.	Per Cent. of Com. to Prem Recd.
Stock Companies of Connecticut.								
Ætna,	$2,873,463.04	$3,300,773.56	$3,265,543.29	98.93	$1,634,843 04	56.89	$458,198.12	15.95
Connecticut,	1,069,531.04	1,167,803 59	1,131,312.86	96.88	664,420.16	62.12	182,261.34	17.04
Hartford,	2,821,338.82	3,059,533.53	2,804,554.41	91.67	1,624,370.15	57.57	459,774.43	16.30
Meriden,	125,027.25	142,391.08	139,648 49	98.07	82,059.00	65.63	23,355.56	18.68
National,	1,013,840.29	1,132,957.65	1,021,223.03	90.14	565,297.19	55.76	168,636.48	16.63
Norwalk,	7,748.50	12,579.66	12,922.98	102.73	3,853.94	49.74	2,302.50	29.72
Orient,	837,370.90	917,554.88	883,683.00	96.31	525,083.16	62.71	153,978.36	18.39
People's,	66,165.90	86,073.63	89,111.67	103 53	55,635.55	84.09	11,273.66	17.04
Phœnix,	2,559,539.35	2,778,050.25	2,737,718.65	98.55	1,625,182 55	63.50	430,641.47	16.83
Security,	464,521.63	487,863.30	480,823.37	98.56	300,897.92	64.78	108,555.90	23.37
Totals,	$11,838,546.72	$13,085,581.13	$12,566,541.75	96.03	$7,081,642 66	59.82	$1,998,977.82	16.89
Mutual Companies of Connecticut.								
Danbury,	$542.11	$1,034.10	$391.94	37.91			$54.01	9.96
Farmers,	76.46	116.21	67.50	58.08				
Farmington Valley,	186.24	709.11	125.11	17.63				
Greenwich,	442.24	654.30	241.81	36.96				
Hartford County,	40,216.40	62,769.74	44,798.62	71.37	$26,800.97	66.64	5,910.76	14.70
Litchfield,	5,126.78	9,412.76	5,660.87	60.14	3,434.75	67.00	403.67	7.87
Madison,	488.30	909.04	2,810.60	309.24	10.00	2.05		
Middlesex,	62,569.19	97,649.17	60,622.21	62.08	31,090.62	49.69	9,368.58	14.97
Mutual, Harwinton,		424.40	398.07	93.87	300.00			
Mutual, Norwich,	474.31	769.91	897.38	116.56	592.80	124.98		
New London County,	10,746.78	15,012.96	11,619.28	77.39	6,730.75	62.63	1,801.26	16.76
Patrons,	1,702.71	1,702.71	1,254.21	73.63	647.00	37.99		
Rockville,	483.79	7 4.32	201.79	27.11	60.00	12.40	45.58	9.42
State,	7,697.79	10,225.59	9,465.00	92.56	4,079 54	53.00	1,009.53	13.12
Tolland County,	24,152.57	27,624.61	28,622.90	103.61	19,765.01	81.83	3,648.56	15.11
Washington,	564.67	564.67	76.44	13.54				
Windham County,	12,829.49	15,421.99	18,291.81	118.61	14,092.53	109.84	1,868.57	14.56
Totals,	$168,299.83	$245,745.59	$185,545.54	75.50	$107,603.97	63.94	$24,110.52	14.33

TABLE VI—CONTINUED.

NAME OF COMPANY.	Cash Premiums Received, Entire.	Total Cash Income.	Total Cash Outgo.	Per Cent. of Outgo to Income.	Amount of Losses Paid.	Per Cent. of Losses Paid to Premiums.	Commissions and Brokerage.	Per Cent. of Com. to Prem. Recd.
Stock Companies of other States.								
Agricultural,	$813,276.43	$913,656.79	$800,864.42	87.65	$377,075.02	46.36	$211,090.50	25.96
Albany,	77,296.91	100,504.72	90,782.78	90.33	45,438.48	58.78	12,285.70	15.89
American, Mass.,	257,975.50	281,852 50	327,212.97	116.09	215,569.40	83.56	52,768.44	20.45
American, N. J.,	426,547.88	514,308.18	447,155.50	86.94	216,226.09	50.69	70,901.57	16.62
American, N. Y.,	585,937.86	638,653 26	685,121.21	107 28	379.211.10	64.72	126,385.40	21.57
American, Penn.,	1,613,379.11	1,772,573.19	1,620,932.12	91.45	1,007,539.35	62.45	299,227.24	18.55
American Central,	535,606.23	596,864.17	597,321.37	100.08	319,074.60	59.57	73,454 10	13.71
Anglo-Nevada,	892,439.28	1,017,073.49	1,156,785.71	113.34	690,608.75	77.38	162,143.66	18.17
Buffalo German,	398,025.88	460,688.76	421,208.48	91.43	244,204 25	61.35	82,275.86	20.67
California,	705,415 38	758,309.45	835,149.55	110.13	535,533.33	75.91	127,627.13	18.09
Citizens, N. Y.,	632,602.16	671,605.52	663,166.13	98.74	356,063.31	56.29	124,616.75	19.70
Citizens, Penn.,	270,330.68	302,164.92	275,946.06	91.32	179,456.88	66.38	60,201.24	22.27
Commerce,	105,172.92	122,405.87	241.469.90	197.27	95,706.92	91.00	19,866.95	18.89
Commercial,	399,171.89	495,150.61	524,807.87	105.99	352,048.06	88.19	85,576.69	21.44
Continental,	2,203,985.66	2,439,448.42	2,333,981.32	95.68	1,287,039.76	58.40	438,725.31	19.91
Denver,	60,011.78	68,465.55	53,163.72	77.65	8,500.19	14.16	16,427.35	27.37
Eliot,	147,346.88	165,751.81	193,086.80	116.49	120,825.56	82.01	23,638.07	16 04
Equitable,	248,368.71	274,640.50	276,255.92	100.62	159,963.65	64.41	45,804.83	18.44
Farragut,	157,307.76	172,213.92	171,135.54	99.37	76,695.40	48.75	28,464.41	18 09
Fire Association,	1,592,651.05	1,817,512.43	1,759,645.56	96.82	1,024,123.82	64.30	309,606.94	19.44
Fireman's Fund,	1,237,788.84	1,347,647.08	1,265,190.44	93.88	728,807.10	58.88	168,698.65	13.63
Firemen's,	282,545.31	377,085 84	428.074.21	113.52	254,654.17	90.13	49,640.51	17.57
First National,	79,705.74	96,712.04	125,933.54	130.22	82,168.12	103.09	14,760.85	18.52
Franklin,	472,439.08	616,334.71	637,957.78	103.51	311,352.20	65.90	81,633.89	17.28
German American,	2,430,361.65	2,640,476.40	2,522,111.72	95.51	1,426,058.03	58 68	397,152.65	16.34
Germania,	1,187,372.88	1,298,056.46	1,148,690.35	88.49	607,862.91	51.19	166,850.81	14.05
Girard,	374,264.86	439,631.99	445,145.19	101.25	216,667.35	57.89	68,534.34	18.31
Glens Falls,	513,445.81	598,350.28	473,597.29	79.15	257,035.20	50.06	101,185.14	19.71
Granite State,	266,361.07	283,006.74	241,760.38	85.43	163,749.02	61.48	43,622.13	16.38
Greenwich,	944,414.09	1,006,492.71	995,008.96	98.86	622,551.00	65.92	230,666.45	24.42

Hanover,	1,176,376.63	1,271,998.95	1,251,971.13	98.43	654,962.17	55.68	231,253.25	19.66
Home,	4,337,402.93	4,720,581.60	4,806,594.10	101.82	2,908,329.98	67.05	814,207.91	18.77
Insurance Co. of No. America,	3,986,574.08	4,393,355.50	4,355,631.18	99.14	2,690,218.82	77.48	662,172.24	16.61
Insurance Co., State of Penn.,	326,560.48	366,325 71	354,074.38	96.66	194,620.24	59.60	73,955.79	22.65
Jersey City,	107,623.90	127,967.08	122.408.29	95.66	53,417.41	49.63	26,342.05	24.48
Liberty	743,167.39	777,497.58	830,218.50	106.78	507,037.77	68.23	159.951.36	21.52
Long Island,								
Merchants, N. J.,	809,024.80	874,246.75	828,523.78	94.77	493,353.32	60.98	157,919.14	19.52
Merchants, R. I.,	237,719.52	259,848.43	246,016.19	94.67	144,677.95	60.86	43,514.32	18.30
Michigan,	388,214.01	434,494.59	430.081.38	98.98	262,649.86	67.66	71,902.13	18.52
Milwaukee Mechanics,	518,553.73	594,776.44	536,921.18	90.27	267,799.82	51.64	125,200.20	24.14
Newark,	203,871.70	235,925.78	229,353.89	97.21	124,475 14	61.06	44,182.36	21.67
New Hampshire,	731.395.67	803,961.70	738,417.66	91.85	441,850.91	60.41	154,199.65	21 08
New York Bowery,	339,193.21	364,499.76	441,419.56	121.10	267,712 84	78.93	74,842.59	22.07
Niagara,	1,605,873.63	1,691,327.21	1,632,829.62	96.54	963,494.12	60.00	278,771.21	17.36
North American,	163,114.91	179,895.40	221,187.26	122.95	147,391.49	90.36	22,004.03	13.49
Northwestern National,	552,369.29	617.328.70	578,018.40	93.63	298,958.82	54.12	104.925.32	19.00
Pacific,	237,801.34	261,557.16	283,523.10	108.40	169,042.07	71.09	52,143.92	21.93
Pennsylvania,	1,072,173.50	1,214,384.82	1,012,088.18	83 34	583,732.80	54.44	255,337.64	23.81
People's, N. H.,	467.917.87	495,349.57	442,433 83	89.32	276,440 16	59.08	96,926.45	20.71
People's, N. Y.,	134,952.06	147,998 26	144,323 34	97.52	78,205.57	57.95	31,332 39	23.22
Phenix,	3,415,736.78	3,565,386.3[illegible]	3,370,156.90	94.52	1,908,851.39	55.88	700,227.59	20.50
Providence Washington,	953,881.53	995.169.82	1,022,323.83	102.73	665,804.48	69.80	181,575.49	19.04
Reading,	198,204.86	225,189.22	189.880.65	84.32	105,638.88	53.30	36,499.84	18.42
Reliance,	175,224.22	210,830.32	214,375.60	101.68	129,280.70	73.78	34,206.96	19.52
Rochester German,	389,960.58	427,448.41	394,054.18	92.19	225,399.88	57.80	84,759.91	21.74
Springfield,	1,681,051.99	1,811,107.08	1,678,896.38	92.70	980,718.15	58.34	288,167.71	17.14
Spring Garden,	257,026.44	311,430.59	365,029.99	117.21	198,266 09	77.14	55,603 44	21.63
Traders,	527,586.89	586,053.65	627,091.36	107.00	393,998.72	74.68	101,102.57	19.16
Union, Pa.,	381,261.69	406,449.42	495,796 61	121.98	346,409.27	90 86	64,710.10	16.97
Union, Cal.,	815,745.04	883,530.79	955,556.48	108.15	588,403.03	72.03	200,703.56	24.60
United Firemen's,	222,317.19	267,019.73	260,514.37	97.56	157,263.87	70.74	47,030.56	21.15
United States,	186,183.67	217,269.74	225,953.59	104.00	104,220.10	55.98	46,545.80	25.00
Westchester,	870,629.23	929,155.28	848,092.07	91.28	471,943.49	54.21	185,754.75	21.34
Williamsburgh City,	534,071.09	590,923.41	571,659 69	96.74	285,217.74	53.40	133,298.52	24.96
Totals,	$48,660,311.13	$53,487,934.09	$52,464,179.44	98.09	$30,451,596.07	62.58	$9,335,104.31	19.18

TABLE VI—CONCLUDED.

NAME OF COMPANY.	Cash Premiums Received, Entire.	Total Cash Income.	Total Cash Outgo.	Per Cent. of Outgo to Income.	Amount of Losses Paid.	Per Cent. of Losses Paid to Premiums.	Commissions and Brokerage.	Per Cent. of Com. to Prem. Reed.
Mutual Companies of other States.								
Fitchburg,	$122,019.86	$131,383.31	$121,748.75	92.67	$53,308.20	43.69	$18,178 59	14.90
Holyoke,	139,018.15	182,263.87	173,233.98	95.05	64,623.94	46.49	21,277.41	15.31
Merchants & Farmers,	86,576.27	100,849.32	100,028.17	99.19	44,411.19	51.30	12,979.62	14.99
Quincy,	125,582.45	150,680.29	148,238.25	98.38	54,682.44	43.54	19,716.38	15.70
Totals,	$473,196.73	$565,176.79	$543,249.15	96.12	$217,025.77	45.86	$72,152.00	15.25
Companies of other Countries.								
British America,	$607,890.65	635,326.84	$590,490.28	92.94	$409,614.48	67.38	$126,226.44	20.76
City of London,	502,668.14	524,968.14	631,658.69	120.32	447,109 29	88.95	95,967.14	19.09
Commercial Union,	2,390,554.18	2,466,464.19	2,508,462.94	101.70	1,722,866.31	72.07	469,711.27	19.65
Guardian,	843,293.35	895,533.49	866,819.84	96.79	485,579.03	57.58	176,741.60	20.96
Hamburg-Bremen,	949,419.61	991,678.29	994,547.37	100.29	657,086.64	69.21	162,523.16	17.12
Imperial,	1,087,912.15	1,135,910.14	1,093,543.01	96.27	704,429.23	64.75	203,025.57	18.66
Lancashire,	1,454,982.43	1,521,760.15	1,503,018.55	98.77	996,809.08	68.51	298,630.88	20.52
Lion,	416 331.50	441,740.14	463,530.35	104.93	326,648.77	78.46	70,388.58	16.91
Liverpool & London & Globe,	4,273,371.92	4,516,668.14	4,102,971.37	90.84	2,803,933.46	65.61	791,479.80	18.52
London,	868,056.35	922,732.81	892,270.05	96.70	576,925.94	66.46	175,445.59	20.31
London & Lancashire,	1,553,943.54	1,631,466.77	1,528,204.48	93.67	1,022,216.77	65.78	314,289.89	20.23
North British & Mercantile,	1,893,191.92	2,040,819.04	1,947,092.33	95.41	1,280,599.27	67.64	314,308.25	16.60
Northern,	944,443.07	989,765.53	1,046,781.96	105.76	689,737.94	73.03	160,006.77	16.94
Norwich Union,	1,019,597.31	1,070,665 44	1,000,219.08	93.42	662,075 05	64.93	183,658.34	18.01
Phœnix,	1,295,691.84	1,354,591.84	1,402,772.14	103.56	955,432.30	73.74	271,465.23	20.95
Queen,	1,475,924.02	1,556.099.05	1,338,551.84	86.02	880,160.23	59.63	231,612.58	15.02
Royal,	3,079,211 93	3,276,739.88	2,771,840.54	84.59	1,735,924.17	56.38	562,846.62	18.28
Scottish Union,	502.875.81	564,326.85	504,540.65	89.41	354,033 00	70.40	84,881.93	16.88
Sun,	1,211,377.00	1,284,168.75	1,212,405.66	94.41	795,100.56	65.64	210,064.53	17.34
Transatlantic,	263,140.46	279,554.98	253,558.91	90.70	148,346.56	56.38	65,333.56	24.83
United Fire Re-insurance,	931,808.99	970,353.37	985,224.10	101.53	724,232.64	77.72	200,572.94	21.53
Western,	1,240,505.69	1,273,749.37	1,291,574.96	101.40	918,130.17	74.01	228,294.72	18.40
Totals,	$28,806,191.86	$30,345,083.20	$28,930,079.10	95.34	$19,296,990.89	66.99	$5,387.475.39	18.70
Grand Totals,	$89,946,546.27	$97,729,520.80	$94,689,594.98	96.89	$57,154,859.36	63.54	$16,817,820.04	18.70

TABLE VII.

FIRE RISKS, PREMIUMS, LOSSES INCURRED, AND PER CENT. THEREOF (PERPETUALS INCLUDED).

Name of Company.	Risks in force at end of Year.	Risks Written During the Year.	Premiums on Risks Written During the Year.	Av. Premium Per Centum.	Losses Incurred During the Year.	Per C. of Losses Incurred to Risks Written.
Stock Companies of Connecticut.						
Ætna,	$331,439,235	$252,520,637	$3,037,695.87	1.20	$1,566,366.88	.62
Connecticut,	115,397,842	104,121,663	1,275,442.56	1.22	634,878.89	.61
Hartford,	345,574,745	262,433,849	3,262,323.70	1.24	1,608,892.84	.61
Meriden,	14,660,036	16,617,822	167,839.01	1.01	85,898.80	.52
National,	119,544,476	92,430,456	1,201,155.60	1.30	566,701.79	.61
Norwalk,	1,255,298	1,360,045	13,167.32	.97	3,209 03	.24
Orient,	87,776,558	82,331,998	1,032,468.89	1.25	548,435.39	.67
People's,	5,442,429	5,133,666	72,302.91	1.41	54,967.03	1.08
Phœnix,	295,179,474	234,534,683	2,802,914.95	1.20	1,601,032 22	.68
Security,	39,045,841	39,644,016	501,662.56	1.27	249,219.36	.63
Totals,	$1,355,315,934	$1,091,128,835	$13,366,973.37	1.23	$6,919,602.23	.63
Mutual Companies of Connecticut.						
Danbury,	$450,895	$61,720	$542.11	.88	.....	.....
Farmers,	88,995	15,360	76 46	.50	.....	.....
Farmington Valley,	103,395	29,310	186.24	.64	$350.00	1.19
Greenwich,	275,665	68,900	442.24	.63	46.40	.07
Hartford County,	23,210,664	7,866,939	40,216.40	.51	28,820.28	.37
Litchfield,	4,305,631	1,472,149	5,126.78	.35	.....	.....
Madison,	286,145	44,120	488.30	1.11	10.00	.02
Middlesex,	33,014,208	9,892.013	62,569.19	.63	30,090.62	.40
Mutual, Harwinton,	258,695	37,030	.....	.....	300.00	.81
Mutual, Norwich,	186,090	186,090	474.31	.25	.....	.....
New London County,	4,425,877	1,755,171	10,746.78	.61	4,955.75	.28
Patrons,	1,088,500	418,709	1,702.71	.41	647.00	.16
Rockville,	319,537	86,490	483.79	.56	60.00	.69
State,	3,244,780	1,404,413	7,697.79	.55	4,079.54	.29
Tolland County,	9,277,007	2,893,004	24,152.57	.84	24,182.74	.84
Washington,	511,381	216,960	564.67	.26	650.00	.30
Windham County,	6,537,563	1,688,146	12,829.49	.76	10,562.53	.63
Totals,	$87,585,028	$28,136,524	$168,299.83	.60	$104,754.86	.37

TABLE VII—CONTINUED.

NAME OF COMPANY.	Risks in force at end of Year.	Risks Written During the Year.	Premiums on Risks Written During the Year.	Av. Premium Per Centum.	Losses Incurred During the Year.	Per C. of Losses Incurred to Risks Written.
Stock Companies of other States.						
Agricultural,	$242,348,150	$100,274,817	$938,021.07	.94	$395,200.00	.39
Albany,	12,439,640	9,623,880	84,903.06	.88	52,206.78	.54
American, Mass.,	23,596,615	22,855,865	260,526.09	1.14	157,036 01	.69
American, N. J.,	76,779,548	66,766,337	518,572.11	.78	222,041.16	.33
American, N. Y.,	92,622,538	103,411,495	748,785 16	.72	413,286.36	.40
American, Penn.,	193,287,240	164,733 636	1,886,095.21	1.14	1,021,228.98	.62
American Central,	61,792,930	51,802,642	656,122.68	1.27	320,100.90	.62
Anglo-Nevada,	56,536,956	78,813,983	1,266,715.10	1.61	644.212.67	.82
Buffalo German,	59,773,844	46,462,216	489,891.71	1.05	248,085.56	.53
California,	47,045,423	50,246,562	682,580.95	1.36	388,102.98	.77
Citizens, N. Y ,	113,579,840	89,958,873	743,052.29	.83	382,187.52	.42
Citizens, Penn.,	28,472,269	26,844,932	315,929.60	1.18	189,908.37	.71
Commerce,	13,362,981	12,501,854	128,952.89	1.03	93,985.28	.75
Commercial,	21,042,931	29,794,940	462,618.20	1.55	340,554.17	1.14
Continental,	523,342,270	276,802,399	2,424,809.33	.88	1,260,797.93	.46
Denver,	4,788.204	5,971,840	93,050.20	1.56	9,647.86	.16
Eliot,	21,079,059	21,449,334	198,752.28	.93	147,476.56	.69
Equitable,	26,749,129	26,038,788	278,991.50	1.07	169,465.36	.65
Farragut,	27,791,888	20,882,765	170,821.05	.82	75,995.58	.37
Fire Association,	276,653,386	149,950,849	1,843,604.36	1.23	1,018,712.09	.68
Fireman's Fund,	107,874,536	107,772,535	1,477,065.26	1 37	673,878.39	.63
Firemen's,	46,858,238	36,620,361	316,988.71	.87	236,618.64	.65
First National,	7,428,599	5,853,938	91,022 53	1.55	74,721.39	1.28
Franklin,	138,850,695	50,555,253	564,905.03	1.12	286,669.65	.57
German American,	496,340,407	348,529,410	2,987,144.70	.86	1,454,916.60	.42
Germania,	231,260,855	180,167,556	1,552,618.10	.86	692,424.44	.38
Girard,	68,291,307	44,077,026	462,038 06	1.05	224,019.59	.51
Glens Falls,	106,136,430	63,498,198	625,283.26	.98	254,258.88	.40
Granite State,	33,442,315	33,947,952	381,882.73	1.12	172,978.99	.51
Greenwich,	243,982,559	166,222,077	828,655.42	.50	584,650.81	.35

Hanover,	189,381,184	161,696,610	1,364,008.39	.84	708,025.50	.44
Home,	717,919,119	656,336,257	5,150,915.59	.78	2,924,112.15	.44
Insurance Co. of North America,	439,583,554	344,059,852	3,031,308.41	.88	1,397,922.79	.41
Insurance Co of State of Pennsylvania,	43,240,824	42,482,102	395,839.10	.93	240,347.25	.57
Jersey City,	18,215,223	11,205,245	119,766.98	1.07	59,299.49	.53
Liberty,	76,671,443	86,203,175	915,759.63	1.06	518,068.78	.60
Long Island,						
Merchants, N. J.,	97,172,215	79,601,618	892,700.93	1.12	502,940.78	.63
Merchants, R. I.,	26,322,996	25,108,772	267,754.25	1.07	169,142.39	.67
Michigan,	28,888,170	32,253,447	420,404.50	1.30	240,957.10	.75
Milwaukee Mechanics,	64,303,470	43,440,082	570,353.18	1.31	273,364.19	.63
Newark,	29,803,413	27,597,773	234,164.18	.85	154,532.28	.56
New Hampshire,	80,951,596	76,395,177	890,990.17	1.17	468,447.27	.61
New York Bowery,	56,642,830	46,604,780	435,044.78	.93	288,550.15	.62
Niagara,	297,865,784	236,523,692	2,125,590.62	.90	997,314.75	.42
North American,	22,350,724	22,510,443	219,463.92	.97	173,733.84	.77
Northwestern National,	80,262,610	52,395,793	606,738.21	1.16	305,895.27	.58
Pacific,	40,854,808	34,696,841	287,029.75	.83	174,540.01	.50
Pennsylvania,	152,213,256	103,339,221	1,306,353.26	1.26	580,000.00	.56
People's, N. H.,	38,411,478	41,783,117	577,383.95	1.38	280,433 55	.67
People's, N. Y.,	18,318,821	17,194,530	139,448.65	.81	85,929.92	.50
Phenix,	489,657,629	335,653,640	3,940,854.51	1.17	1,868,890.45	.56
Providence Washington,	79,634,337	69,958,481	813,948.05	1.16	429,285.51	.61
Reading,	23,195,159	19,758,480	232,303.10	1.18	107,186.76	.54
Reliance,	24,313,720	22,537,626	204,568.22	.91	136,815.28	.61
Rochester German,	53,884,406	43,991,032	508,732.81	1.16	224,678 43	.51
Springfield,	181,306,154	143,085,358	1,931,652.34	1.35	1,045,647.83	.73
Spring Garden,	29,239,929	29,719,803	325,708.26	1.10	192,420.22	.65
Traders,	46,676,672	46,084,052	657,287.83	1.43	415,735.65	.90
Union, Pa.,	30,969,575	27,978,500	341,740.47	1.22	172,673.17	.62
Union, Cal.,	53,053,650	66,932,447	939,051.08	1.39	519,108.50	.78
United Firemen's,	50,723,825	28,731,846	311,895.32	1.09	157,327.59	.55
United States,	24,609,889	21,284,199	186,466.23	.88	81,733 12	.38
Westchester,	146,718,554	100,612,181	978,212.80	.97	471,943.49	.47
Williamsburgh City,	106,466,659	79,918,976	634,204.77	.79	277,654.67	.35
Totals,	$7,263,374,458	$5,570,107,761	$55,438,042 88	1.00	$28,850,027.63	.52

TABLE VII.—CONCLUDED.

NAME OF COMPANY.	Risks in force at end of Year.	Risks Written During the Year.	Premiums on Risks Written During the Year.	Av. Premium Per Centum.	Losses Incurred During the Year.	Per C. of Losses Incurred to Risks Written.
Mutual Companies of other States.						
Fitchburg,	$18,181,461	$8,089,822	$121,039.93	1.50	$55,309 20	.68
Holyoke,	32,753,382	10,175,195	143,285.58	1.41	65,910.94	.65
Merchants & Farmers,	21,673,435	6,293,437	88,157.80	1.40	54,153.51	.86
Quincy,	31,625,686	8,584,561	126,818.19	1.48	66,130.69	.77
Totals,	$104,233,964	$33,143,015	$479,301.50	1.45	$241,504.34	.73
Companies of other Countries.						
British America, D. of C.,	$59,723,604	$40,984,617	$625,334.06	1.53	$341,622.74	.83
City of London, England,	48,233,688	50,056,686	630,726.79	1.26	436,642.76	.87
Commercial Union, England,	314,084,590	260,455,308	2,666,562.94	1.02	1,293,583.84	.50
Guardian, England,	145,784,511	117,075,907	993,023.04	.85	507,941.92	.43
Hamburg-Bremen, Germany,	111,646,469	102,784,062	1,191,305.03	1.16	657,416.64	.64
Imperial, England,	130,706,745	122,857,657	1,320,769.65	1.08	698,614.40	.57
Lancashire, England,	190,381,964	181,535,862	1,772,486.25	.98	978,431.16	.54
Lion, England,	38,175,475	60,409,964	708,954.37	1.17	337,537.25	.56
Liverpool & London & Globe, Eng.,	661,012,313	605,558,920	5,479,209.07	.90	2,766,368.48	.46
London, England,	151,493,835	138,220,309	1,064,306 94	.77	579,202.00	.42
London & Lancashire, England,	216,401,190	206,223,095	1,994,705.71	.97	1,030,511.75	.50
North British & Mercantile, England,	254,794,482	243,516,413	2,384,940.20	.98	1,294,761.37	.53
Northern, England,	132,459,689	112,835,165	1,151,673.69	1.02	696,927.93	.62
Norwich Union, England,	142,383,452	132,979,191	1,270,660.28	.96	599,924.39	.45
Phœnix, England,	230,700,842	242,925,542	2,022,260.74	.83	959,156.30	.39
Queen, England,	206,909,374	165,432,109	1,823,467.66	1.10	890,374.21	.58
Royal, England,	512,223,042	498,394,583	4,031,227.21	.81	1,763,303.27	.35
Scottish Union, Scotland,	60,333,320	90,444,133	967,121.42	1.07	367,737.32	.41
Sun, England,	191,116,814	147,303,351	1,583,133.43	1.07	814,411.00	.55
Transatlantic, Germany,	29,733,998	29,358,917	291,826.94	.99	146,542.81	.50
United Fire Re-insurance Co., England,	91,862,813	114,111,670	1,215,912.01	1.07	732,718.64	.64
Western Assurance, D. of C.,	68,035,495	73,783,697	1,009,312.06	1.37	545,125.50	.74
Totals,	$3,988,197,705	$3,737,247,158	$36,198,919.49	.97	$18,438,855.68	.49
Grand Totals,	$12,798,707,089	$10,459,763,293	$105,651,537.07	1.01	$54,554,744.74	.52

TABLE VIII.

FIRE BUSINESS TRANSACTED IN CONNECTICUT DURING THE YEAR ENDING DECEMBER 31, 1889.

Name of Company.	Risks Written.	Premiums Received.	Av. Premium Per Centum.	Losses incurred.	Per Cent. of Losses Incurred to Premiums.	Losses Paid.
Stock Companies of Connecticut.						
Ætna,	$12,227,285	$101,030.89	.83	$48,974.20	48.47	$49,494.48
Connecticut,	4,105,896	38,595.42	.94	13,522.25	35.04	13,746.68
Hartford,	6,897,865	75,799.46	1.10	30,383.44	40.10	29,310.62
Meriden,	3,138,300	32,051.24	1.02	15,710.79	49.02	14,669.79
National,	3,707,095	35,556.70	.96	9,011.44	25.34	10,535.52
Norwalk,	1,360,045	13,167.32	.97	3,209.03	24.37	3,853.94
Orient,	4,701,367	37,059.72	.77	16,489 86	44.50	17,118.83
People's,	1,826,202	23,524.49	1.29	12,015.45	51.08	12,710.11
Phœnix,	7,419,487	71,646.95	.97	35,243.93	49.19	32,587.50
Security,	3,797,135	32,785.61	.86	8,004 54	24.42	8,722.99
Totals,	$49,180,677	$461,217.80	.94	$192,564.93	41.75	$192,750.46
Mutual Companies of Connecticut.						
Danbury,	$61,720	$542.11	.88	.....	.....	.....
Farmers,	15,360	76.46	.50	.....	.....	.....
Farmington Valley,	29,310	186.24	.64	$350.00	188.17	.....
Greenwich,	68,900	442.24	.63	46.40	10.50	.....
Hartford County,	7,866,939	40,216.40	.51	28,820.28	71.66	$26,800.97
Litchfield,	1,472,149	5,126.78	.35	.....	.....	3,434.75
Madison,	44,120	488.30	1.11	10.00	2.05	10.00
Middlesex,	9,892,013	62,569.19	.63	30,090.62	48.09	31,090.62
Mutual, Harwinton,	37,030	.....	.....	300.00	.....	300.00
Mutual, Norwich,	186,090	474.31	.25	.....	.....	592.80
New London County,	1,755,171	10,746.78	.61	4,955.75	46.12	6,730.75
Patrons,	418,709	1,702.71	.41	647.00	37.99	647.00
Rockville,	86,490	483.79	.56	60.00	12.40	60.00
State,	1,404,413	7,697.79	.55	4,079.54	53.00	4,079.54
Tolland County,	2,893,004	24,152.57	.84	24,182.74	100.12	19,765.01
Washington,	216,960	564.67	.26	650.00	115.11	.....
Windham County,	1,688,146	12,829.49	.76	10,562.53	82.33	14,092.53
Totals,	$28,136,524	$168,299.83	.60	$104,754.86	62.24	$107,603.97

TABLE VIII — CONTINUED.

NAME OF COMPANY	Risks Written.	Premiums Received.	Av. Premium Per Centum.	Losses Incurred.	Per Cent. of Losses Incurred to Premiums.	Losses Paid.
Stock Companies of other States.						
Agricultural,	$3,912,712	$26,067.09	.67	$16,204.21	62.16	$11,603.25
Albany,	210,350	2,911.89	1.38	1,600.99	54.98	1,600.99
American, Mass,	707,688	7,348.52	1.04	1,198 46	16.30	1,198.46
American, N. J.,	1,740,923	16,094.05	.92	3,625.55	22.52	3,533.80
American, N. Y.,	2,304,638	25,413.52	1.10	6,556 87	25.80	6,021.87
American, Penn.,	3,335,352	32,187.98	.97	5,784.14	17.97	8,658.49
American Central,	377,030	4,336.94	1.15	1,575.40	36.33	2,955.40
Anglo-Nevada,	715,039	8,980.50	1.26	7,530.83	83.85	7,530.83
Buffalo German,	690,409	6,670.19	.97	1,478.21	22.16	1,423.85
California,	838,496	9,077.23	1.08	773.76	8.53	773.76
Citizens, N. Y.,	1,804,522	16,814.95	.93	8,338.42	49.59	8,338.42
Citizens, Penn.,	241,826	2,753.19	1.14	1,571.15	57.07	649.72
Commerce,	489,357	5,190.50	1.06	2,175 92	41.92	2,182.31
Commercial,	185,056	2,151.17	1.16	2,237.03	104.00	2,237.03
Continental,	5,331,582	52,783.90	.99	22,224.57	42.11	22,397.82
Denver,	.....	.....	....	.....	.....	.....
Eliot,	590,928	6,963.36	1.18	2,409.28	34.60	2,430.16
Equitable,	946,404	8,702.00	.92	3,111.78	35.76	4,111.78
Farragut,	413,594	3,983.86	.96	214.31	5.37	214.31
Fire Association,	2,036,301	23,390.51	1.15	11,102.02	47.46	10,988.72
Fireman's Fund,	1,269,756	13,817.78	1.09	12,566.32	90.94	12,418.82
Firemen's,	1,146,380	10,201.27	.89	5,107.82	50.07	5,460.85
First National,	164,173	2,180.14	1.33	167.8[illegible]	7 70	167.85
Franklin	1,420.111	15,247.79	1.04	2.126.27	13.94	2,026.70
German American,	4,581,930	42,659.97	.93	17,618 94	41.30	22,502.05
Germania,	2,622,450	24,734.21	.94	12,240.37	49.49	11,183.77
Girard,	1,233,867	11,980.39	.97	3,950.92	32.98	3,950.92
Glen Falls,	1,100,883	9,787.71	.89	4,465.87	45.63	3,434.31
Granite State,	625,793	6,714.66	1.07	2,599.74	38.72	2,599.74
Greenwich,	905,199	7,575.62	.84	2,358.31	31.12	2,358.31

Hanover,	2,637,610	28,519.75	1.08	18,044.25	63.27	20,976.61
Home,	6,906,062	54,963.93	.80	15,788.83	28.73	18,560.90
Insurance Co. of North America,	5,284,092	54,783.80	1.04	17,059.97	31.14	17,059.97
Insurance Co. of State of Penn.,	971,860	11,266.77	1.16	1,234.75	10.96	1,759.25
Jersey City,	704,060	6,086.52	.86	4,042.99	66.42	5,965.64
Liberty,	954,547	9,608.31	1.01	8,360.27	87.01	9,181.03
Long Island,						
Merchants, N. J.,	1,677,281	17,612.81	1.05	7,837 93	44.50	7,642.33
Merchants, R. I.,	760,601	7,097.64	.93	1,333.27	18.78	1,191.13
Michigan,	145,000	1,578.13	1.09			
Milwaukee Mechanics,	1,082,565	8,974.69	.83	1,443.83	16.09	1,443.83
Newark,	457,298	4,180.58	.91	441.13	10.55	441.13
New Hampshire,	1,781,686	17,844.54	1.00	20,660.63	115.78	24,564.74
New York Bowery,	1,666,189	16,249.02	.98	9,638.17	69.31	9,937.22
Niagara,	4,935,680	55,646.53	1.13	20,978.82	37.70	21,246.66
North American,	229,681	1,961.89	.85	211.53	10.81	211.53
North Western National,	392,932	3,820.38	.97	36.05	.94	63.80
Pacific,	1,887,470	17,370.63	.92	5,918.34	34.07	5,821.79
Pennsylvania,	1,277,339	14,123.87	1.11	8,525.87	60.37	8,015.16
People's, N. H.,	831,236	9,230.16	1.11	6,878.16	74.52	6,438.09
People's, N. Y.	167,084	1,521.94	.91	771.94	50.72	846.94
Phenix,	2,978,370	29,385.00	.99	16,499.09	56.15	19,750.76
Providence Washington,	1,767,540	17,447.96	.99	8,620.46	49.40	8,602.22
Reading,	436,465	5,129.92	1.18	5,352.34	104.33	6,126.56
Reliance,	266,771	3,077 04	1.15	259.61	8.45	259.61
Rochester German,	473,089	5,407.00	1.14	1,822.89	33.72	1,822.89
Springfield,	3,200,394	34,403.18	1.07	11,239.97	32.67	10,316.33
Spring Garden,	323,633	2,801.03	.87	119.45	4.25	119.45
Traders,	919,290	11,085.38	1.21	4,094.66	36.94	3,646.40
Union, Pa.,	1,001,315	8,494.57	.85	2,606.77	30.69	1,959.17
Union, Cal.,	707,953	7,421.04	1.05	10,660.58	143.66	12,284.58
United Firemen's,	524,431	4,842.29	.92	1,442.84	29.80	2,501.73
United States,	272,995	2,077.97	.76	122.07	5.87	122.07
Westchester,	1,641,380	16,729.29	1.02	3,799.49	22.71	4,326.34
Williamsburgh City,	2,699,040	23,045.84	.85	3,773.09	16.37	3,773.09
Total,	$93,905,688	$920,510.29	.98	$382,535.35	41.56	$401,933.24

TABLE VIII — CONCLUDED.

NAME OF COMPANY.	Risks Written.	Premiums Received.	Av. Premium Per Centum.	Losses Incurred.	Per Cent. of Losses Incurred to Premiums.	Losses Paid.
Mutual Companies of other States.						
Fitchburg,	$207,662	$2,655.10	1.28	$1,000.00	37.67	$1,000.00
Holyoke,	641,587	6,640.14	1.03	4,666.02	70.27	4,666.02
Merchants and Farmers,	602,286	5,907.15	.98	1,956.43	33.11	1,956.43
Quincy,	200,682	2,589.68	1.29	878.17	33.90	878.17
Totals,	$1,652,217	$17,792.07	1.08	$8,500.62	47 78	$8,500.62
Companies of other Countries.						
British America,	$918,589	$11,002.72	1.20	$2,826.66	25.69	$2,826.66
City of London,	423,633	5,181.84	1.22	1,528.76	29.50	1,528.76
Commercial Union,	3,384,544	31,237 15	.92	15,424.59	49.38	16,457.99
Guardian,	2,114,658	23,113.26	1.09	10,470.57	45.30	11,386.35
Hamburg-Bremen,	1,046,001	8,873.40	.85	4,426.47	49.88	4,426.47
Imperial,	1,263 655	14,506.05	1.15	5,982.79	41.24	9,006.14
Lancashire,	1,578,609	18,102.34	1.15	12,694.51	70.13	17,419 51
Lion,	937,450	9,656.82	1.03	1,546.36	16.01	1,546.36
Liverpool and London and Globe,	6,314,917	63,280.03	1.00	20,294.25	32.07	22,465 25
London,	1,259,327	13,234.40	1.05	10,625.00	80.29	10,650.00
London and Lancashire,	2,113,681	21,233.01	1.01	9,348.05	44.03	8,202.36
North British and Mercantile,	3,029.893	32.249.82	1.06	14,452.55	44.82	14,568.32
Northern,	1,499,404	15,834.68	1.06	8,652.43	54.64	11,595.22
Norwich Union,	1,775,798	19,991.72	1.13	11,282.36	56.43	10,896.00
Phœnix,	1,091.785	13.298.86	1.23	8,421.00	62.85	9.454.04
Queen,	3,032.759	26,644.46	.88	9,031.01	33.90	9,901.87
Royal,	3,184,043	33,598.33	1.06	16,311.19	48.55	16,311.19
Scottish Union,	1,850,600	18,972.49	1.03	2,398.99	12.64	2,503.99
Sun,	1,587,150	14,443.00	.91	2,724.00	18.86	2,668.00
Transatlantic,	625,656	5,483.63	.88	1,421.50	25.93	1,421.50
United Fire Reinsurance,	.....	.....	.....	.....	.....	.....
Western,	232,148	2,523.89	1 09	1,073.48	42.51	1,073.48
Totals,	$39,264,300	$402,561.90	1.03	$170,936 52	42.46	$186.309 46
Grand Totals,	$212,139,406	$1,970,381.89	.93	$859,292.28	43.61	$897,097.75

TABLE IX.

FIRE RISKS WRITTEN, PREMIUMS RECEIVED, AND AVERAGE PREMIUM P. C. IN 1887, '88, '89, (Exclusive of Perpetuals).

Name of Company.	1887.		1888.		1889.		Av. Premium Per Cent.		
	Risks Written.	Premiums on do.	Risks Written.	Premiums on do.	Risks Written.	Premiums on do.	1887.	1888.	1889.
Stock Cos. of Connecticut.									
Ætna,	$229,884,530	$2,685,639.64	$227,848,439	$2,703,180.38	$252,520,637	$3,037,695.87	1.17	1.19	1.20
Connecticut,	97,065,220	1,219,529.65	101,112,207	1,247,388.41	104,121,663	1,275,442.56	1.26	1.23	1.22
Hartford,	221,336,311	2,801,883.11	229,181,305	2,957,260.92	262,433,849	3,262,323.70	1.27	1.29	1.24
Meriden,	12,417,140	139,072.10	14,247,530	156,722.89	16,617,822	167,839.01	1.12	1.10	1.01
National,	50,748,141	628,259.48	152,549,546	1,641,982.14	92,430,456	1,201,155.60	1.24	1.08	1.30
Norwalk,	1,332,116	13,617.51	1,327,041	13,728.96	1,360,045	13,167.32	1.02	1.03	.97
Orient,	62,149,773	813,967.35	71,225,345	931,281.97	82,331,998	1,032,468.89	1.31	1.31	1.25
People's,	3,396,461	49,284.58	4,343,147	63,282.69	5,133,666	72,302.91	1.45	1.46	1.41
Phœnix,	193,774,351	2,410,015.06	207,212,298	2,538,682.78	234,534,683	2,802,914.95	1.24	1.23	1.20
Security,	33,614,775	406,557.49	43,543,293	518,571.30	39,644,016	501,662.56	1.21	1.19	1.27
Totals,	$905,718,818	$11,167,825.97	$1,052,590,151	$12,772,082 44	$1,091,128,835	$13,366,973.37	1.23	1.21	1.23
Mutual Companies of Conn.									
Danbury,	$21,850	$274.92	$37,475	$411.33	$61,720	$542.11	1.26	1.10	.88
Farmers,	9,400	48.00	20,475	65.81	15,360	76.46	.51	.32	.50
Farmington Valley,	42,994	308.54	26,137	194.70	29,310	186.24	.71	.75	.64
Greenwich,	53,125	409.61	52,875	375.76	68,900	442.24	.77	.71	.63
Hartford County,	8,091,755	42,040.31	8,021,442	41,204.88	7,866,939	40,216.40	.52	.51	.51
Litchfield,	1,421,550	5,329.72	1,372,963	4,765.84	1,472,149	5,126.78	.37	.35	35
Madison,	22,075	386.18	48,325	226.30	44,120	488.30	1.75	.47	1.11
Middlesex,	9,414,295	60,360.19	8,431,939	59,473.09	9,892,013	62,569.19	.64	.71	.63
Mutual, Harwinton,	51,175		39,025		37,030				
Mutual, Norwich,	216,165	552.69	185,290	485.47	186,090	474.31	.26	.26	.25
New London County,	1,276,341	7,526.22	1,319,038	7,612.05	1,755,171	10,746.78	.59	.58	.61
Patrons,			769,350	2,518.15	418,709	1,702.71		.33	.41
Rockville,	108,395	707.98	70,157	411.14	86,490	483.79	.65	.59	.56
State,	1,516,968	9,275.72	1,474,881	8,247.17	1,404,413	7,697.79	.61	.56	.55
Tolland County,	3,255,641	27,021.40	3,022,446	25,175.13	2,893,004	24,152.57	.83	.83	.84
Washington,	151,781	306.11	142,640	225.03	216,960	564.67	.20	.16	.26
Windham County,	1,804,637	13,106.03	1,803,301	14,034.38	1,688,146	12,829.49	.73	.78	.76
Totals,	$27,458,147	$167,653.56	$26,837,759	$165,426.23	$28,136,524	$168,299.83	.61	.62	.60

TABLE IX— CONTINUED.

NAME OF COMPANY.	1887.		1888.		1889.		AV. PREMIUM PER CENT.		
	Risks Written.	Premiums on do.	Risks Written.	Premiums on do	Risks Written.	Premiums on do.	1887.	1888.	1889.
Stock Cos. of other States.									
Agricultural,	$96,674,897	$867,388.62	$92,424,094	$847,285.73	$100,274,817	$938,021.07	.90	.92	.94
Albany,	.....	.....	9,395,503	85,193.05	9,623,880	84,903.06	....	.91	.88
American, Mass ,	.....	.....	23,935,010	231,984.84	22,855,865	260,526.09	....	.97	1.14
American, N. J.,	70,703,464	498,020.50	63,769,682	509,106.87	66,766,337	518,572.11	.70	.80	.78
American, N. Y.,	96,016,767	473,180.48	101,443,298	614,719.05	103,411,495	748,785.16	.49	.61	.72
American, Penn.,	132,436,688	1,612,822.64	144,221,155	1,727,829.77	163,325,692	1,849,923.31	1.22	1.20	1.13
American Central,	51,494,606	659,533.60	50,575,759	630,051.69	51,802,642	656,122.68	1.28	1.25	1.27
Anglo-Nevada,	84,301,805	1,182,556.30	75,152,714	1,305,170.51	78,813,983	1,266,715.10	1.40	1.74	1.61
Buffalo German,	46,150,019	501,303.21	45,859,551	491,739.87	46,462,216	489,891.71	1.09	1.07	1.05
California,	.....	.....	42,599,880	590,036.24	50,246,562	682,580.95	....	1.17	1.36
Citizens, N. Y.,	79,604,522	692,892.26	89,345,141	738,698.36	89,958,873	743,052.29	.87	.83	.83
Citizens, Penn.,	25,270,720	277,864.55	16,137,836	290,971.66	26,844,932	315,929.66	1.10	1.80	1.18
Commerce,	14,264,451	148,882 57	12,544,958	130.218.85	12,501,854	128.952.89	1.04	1.04	1.03
Commercial,	28,344,761	452,088.09	30,713,144	473,647.38	29,794,940	462,618.20	1.59	1.54	1.55
Continental,	300,943,005	2,622,679.62	276,625,151	2,447,660.81	276,802,399	2,424,809.33	.87	.88	.88
Denver,	.....	.....	.....	.....	5,971,840	93,050.20	....	....	1.56
Eliot,	16,315,342	179,357.80	20,721,015	217,588.60	21,449,334	198,752.28	1.10	1.05	.93
Equitable,	20,394,801	232,619.37	23,219,432	255.461.23	26,038,788	278,991.50	1.14	1.10	1.07
Farragut,	25,208,645	190,849.90	20,916,556	166,700.43	20,882,765	170.821.05	.76	.80	.82
Fire Association,	148,669,364	1,864,102.56	149,155,388	1,867,904 85	149,950,849	1,843,604.36	1.25	1.25	1.23
Fireman's Fund,	84,822,727	1,178,589 61	95,016,181	1.290,389.86	107,772,535	1,477,065.26	1.39	1.36	1.37
Firemen's,	40,565,028	331,511.45	36,471,363	328,671.07	36,620,361	316,988.71	.82	.90	.87
First National,	5,718,967	92,828.13	5,588,254	91,732.88	5,853,938	91,022.53	1.62	1.64	1.55
Franklin,	53,065,907	601,649.33	52,034,590	570,358.12	50,555,253	564,905.03	1.13	1.10	1.12
German American,	381,505,657	2,971.925.84	379,116,423	3,142,081.96	348,529,410	2,987,144.70	.78	.83	.86
Germania,	171,964,849	1,502,717.61	176,519,853	1,543,314.48	180,167,556	1,552,618.10	.87	.87	.86
Girard,	40,580,232	413,499.65	40,592,786	421,003.97	44,077,026	462,038.06	1.02	1.04	1.05
Glens Falls,	59,887,694	593,770.15	60,848,752	605,588.72	63,498,198	625,283.26	.99	1.00	.98
Granite State,	25,267,985	340,210.71	27,046,185	372,593.14	33,947,952	381,882.73	1.34	1.38	1.12
Greenwich,	153,938,875	764,580.11	176,047,192	804,924.99	166,172,077	827,620.42	.50	.46	.50

Hanover,	162,631,535	1,430,485.02	165,287,207	1,406,660.45	161,696,610	1,364,008.39	.88	.85	.84
Home,	458,178,865	4,302,662.55	609,653,189	5,174,373.61	656,336,257	5,150,915.59	.94	.85	.78
Ins. Co. of No. Am.,	225,961,053	2,440,307.09	277,314,149	2,629,480.05	341,701,752	2,975,322.16	1.08	.95	.87
Ins. Co. of State of Pa.	33,301,183	298,053.79	38,466,933	365,293.46	42,482,102	395,839.10	.90	.95	.93
Jersey City,	8,416,978	74,233.82	10,647,462	105,816.30	11,205,245	119,766.98	.88	.99	1.07
Liberty,	46,544,902	352,399.59	91,479,632	813,762.03	86,203,175	915,759.63	.76	.89	1.06
Long Island,			38,262,774	269,435.39			....	.70	....
Merchants, N. J.,	59,375,411	631,328.24	108,892,051	941,333.64	79,584,818	891,686.84	1.06	.86	1.12
Merchants, R. I.,	20,054,734	231,184.74	22,444,160	250,213.00	25,108,772	267,754.25	1.15	1.11	1.07
Michigan,					32,253,447	420,404.50	....	....	1.30
Milw'kee Mechanics,	41,398,492	553,169.55	40,969,906	546,330.75	43,440,082	570,353.18	1.34	1.33	1.31
Newark,	23,778,519	190,919.40	24,574,852	200,024.29	27,597,773	234,164.18	.80	.81	.85
New Hampshire,	65,382,309	750,953.52	69,480,389	812,322.20	76,395,177	890,990.17	1.15	1.17	1.17
New York Bowery,	108,393,628	507,372.71	69,687,777	510,618.43	46,604,780	435,044.78	.47	.73	.93
Niagara,	242,168,698	2,095,804.81	272,382,596	2,199,821.30	236,523,692	2,125,590.62	.87	.81	.90
North American,					22,510,443	219,463.92	....	....	.97
Northwestern Nat'l,	53,147,833	579,710 25	49,421,386	550,077.20	52,395,793	606,738.21	1.09	1.11	1.16
Pacific,	33,645,917	272,133.98	33,994,866	283,474.78	34,696,841	287,029.75	.81	.83	.83
Pennsylvania,	90,005,892	1,132,316 67	94,329,936	1,178,952.81	101,063,642	1,252,147.05	1.26	1.25	1.24
People's, N. H.,	29,423,611	425,719.61	36,935,697	510,576 92	41,783,117	577,383.95	1.45	1.38	1.38
People's, N. Y.,	17,281,878	148,198.60	16,860,082	140,390.62	17,194,530	139,448 65	.86	.83	.81
Phenix,	360,497,978	4,559,722.82	321,243,186	3,812,416.17	335,653,640	3,940,854.51	1.26	1.19	1.17
Providence Wash'ton,	57,218,911	645,245.90	67,657,656	788,351.50	69,958,481	813,948.05	1.13	1.17	1.16
Reading,	10,406,802	109,555.87	15,488,441	172,206.01	19,758,480	232,303.10	1.05	1.11	1.18
Reliance,					22,537,626	204,568.22	....	....	.91
Rochester German,	41,427,055	459,830.54	41,522,356	469,557.34	43,991,032	508,782 81	1.11	1.13	1.16
Springfield,	133,032,100	1,795,933.63	127,455,905	1,824,009 50	143,085,358	1,931,652.34	1.35	1.43	1.35
Spring Garden,	25,250,083	281,972.71	28,079,289	316,673.01	29,719,803	325,708.26	1.12	1.13	1.10
Traders,	55,416,470	735,443 32	49,021,370	676,211.69	46,084,052	657,287.83	1.33	1.38	1.43
Union, Penn.,	31,285,678	361,250.40	30,903,432	365,167.53	27,978,500	341,740.47	1.11	1.18	1.22
Union, Cal.,	46,865,219	595,661.44	54,256,418	727,287.66	66,932,447	939,051.08	1.27	1.34	1.39
United Firemen's,	21,008,759	207,381 37	23,812,838	233,963.08	26,341,822	258,111.81	.99	.98	.98
United States,	18,014,867	141,398.87	22,892,779	174,923.25	21,284,499	186,466.23	.79	.76	.88
Westchester,	92,761,497	918,678.12	125,360,178	1,019,353.97	100,612,181	978,212 80	.99	.81	.97
Williamsburgh City,	80,774,438	647,582.62	83,227,228	659,805.55	79,918,976	634,204.77	.80	.79	.79
Totals,	$4,959,404,014	$49,294,963.24	$5,400,042,956	$52,991,512.57	$5,461,609,324	$55,235,845.92	.99	.98	1.01

TABLE IX— CONCLUDED.

NAME OF COMPANY.	1887.		1888.		1889.		AV. PREMIUM PER CENT.		
	Risks Written.	Premiums on do.	Risks Written.	Premiums on do.	Risks Written.	Premiums on do.	1887.	1888.	1889.
Mutual Cos. of other States.									
Fitchburg,	.....	.....	.....	.....	$8,089,822	$121,039.93	....	....	1.50
Holyoke,	$10,939,453	$144.088.03	$11,074,101	$150,801.06	10,175,195	143,285.58	1.32	1.36	1.41
Merchants & Farm'rs,	6,429,058	89,036.51	6,456,881	89,225.03	6,293,437	88,157.80	1.38	1.38	1.40
Quincy,	8,992,419	126,135.97	9,143,439	130,296.50	8,584,561	126,818.19	1.40	1.43	1.48
Totals,	$26,360,930	$359,260.51	$26,674,421	$370,422.59	$33,143,015	$479,301.50	1.36	1.39	1.45
Companies of other Countries.									
British America,	$50,968,414	$647,932.03	$50,032,419	$623,099.89	$40,984,617	$625,334.06	1.27	1.25	1.53
City of London,	55,238,946	712,336.13	53,274,841	674,344.71	50,056,686	630,726.79	1.29	1.27	1.26
Commercial Union,	242,865,316	2,458.948.63	253.690,397	2,583,831.43	260,455,308	2,666,562.94	1.01	1.02	1.02
Guardian,	90,738,020	822,268.94	109,075,279	947,683.65	117,075,907	993,023.04	.91	.87	.85
Hamburg-Bremen,	92,798,284	1,051,766 22	104,815,555	1,159,461.80	102,784,062	1,191,305.03	1.13	1.11	1.16
Imperial,	109,878,283	1,246,268 51	109,120,892	1,241,914.56	122,857,657	1,320,769.65	1.13	1.14	1.08
Lancashire,	148.580,856	1,530,090.33	164,618.051	1,590,805.25	181,535.862	1,772,486.25	1.03	.97	.98
Lion,	55,860,250	686,959.31	58,127,588	722.800.58	60,409,964	708,954.37	1 23	1.24	1.17
Liv. & Lond. & Globe,	550,176,195	4,958,739.63	526.848,540	4,910,789.61	605.558,920	5,479,209.07	.90	.93	.90
London,	106,749,362	873,683.99	121,138,878	979,157.74	138,220,309	1,064,306.94	.82	.81	.77
London & Lancashire,	136,619,260	1,308,199 42	215,974.936	1,897,367.82	206,223,095	1,994,705.71	.96	.88	.97
N. Brit. & Mercantile,	226,247,443	2.237,905.35	255.524,616	2,449,186.40	243,516,413	2,384.940.20	.99	.96	.98
Northern	129,562,639	1,125,065.47	122.281,883	1,166,955.11	112,835,165	1,151,673.69	.87	.95	1.02
Norwich Union,	118,536,104	1,069,354.02	130,374,106	1,207,784.48	132,979,191	1,270,660.28	.90	.93	.96
Phenix,	226,321,109	1,924,919.90	224.962.627	1,856,102.32	242,925,542	2,022,260.74	.85	.83	.83
Queen,	185,355,926	1,811,702.27	169,156,969	1,801,820.44	165,432,109	1,823.467.66	.98	1.07	1.10
Royal,	375,445,275	3,229,036.13	439,093,585	3,698,763.58	493,239,065	4,026,009.16	.86	.84	.82
Scottish Union,	80,842,159	911,856.71	84,079,763	912,658.37	90,444,133	967,121.42	1.12	1.09	1.07
Sun,	113,188,159	1,162.058.00	128,177.333	1,370,349.00	147,303,351	1,583,133.43	1.07	1.07	.99
Transatlantic,	19.583,170	232,850.90	24,605.546	256,076.18	29,358,917	291,826.94	1.19	1.04	1.07
United Fire Re-ins.,	124.890.230	1.480,433.11	142,082.903	1,339,085.22	114,111,670	1,215,912.01	1.19	.94	1.07
Western,	69,950,976	1,005 852.13	72.232,651	988,998.71	73,783,697	1,009,312.06	1.44	1.37	1.37
Totals,	$3,310.396,376	$32,488,227.13	$3,559,289,358	$34,379,036.85	$3,732,091,640	$36,193,701.44	.98	.97	.97
Grand Totals,	$9.229,338.285	$93.477.930.41	$10,065.434,645	$100.608,480.68	$10 346,109 338	$105,444,122.06	1.01	1.00	1.02

TABLE X.—MARINE AND INLAND BUSINESS.

Name of Company.	Risks in Force.	Risks Written.	Premiums on Risks Written.	Av. Premium Per Centum.	Losses Paid.	Losses Incurred During the Year.
Stock Companies of Connecticut.						
Ætna,	$1,363,613	$96,668,010	$165,682.03	.17	$93,914.63	$81,029.42
Orient,	440,192	950,540	7,533.58	.79	534.87	534.87
Security,	1,717,925	17,251,842	103,103.05	.60	72,259.32	72,848.34
Totals,	$3,521,730	$114,870,392	$276,318.66	.24	$166,708.82	$154,412.63
Stock Companies of other States.						
American, Mass.,	$1,562,930	$1,056,751	$29,400.27	2.78	$54,005.12	$53,495.83
Anglo-Nevada,	1,436,758	19,993,937	161,765.49	.81	52,287.26	62,776.10
California,	2,106,654	13,365,494	262,214.33	1.96	145,031.17	153,079.25
Commercial,	293,463	2,396,985	34,986.89	1.46	16,421.26	17,421.26
Continental,	.....	.....	.....	.....	5,562.90	.....
Equitable,	57,608	1,382,806	8,831.56	.64	2,361.29	2,411.29
Fireman's Fund,	1,444,758	14,697,305	293,761.71	2.00	98,988.04	91,341.88
Greenwich,	3,189,158	98,395,171	209,576.58	.21	138,063.04	175,297.24
Home,	5,934,303	19,467,244	200,052.87	1.03	52,460.62	78,402.36
Insurance Co. of North America,	16,178,779	287,171,511	1,821,571.51	.63	1,310,485.03	1,381,285.03
Insurance Co. of State of Penn.,	.....	.....	.....	.....	171.79	.....
Liberty,	1,138,150	15,272,039	74,047.50	.48	17,649.57	15,454.57
Michigan,	103,000	4,708,891	79,654.81	1.69	42,022.66	62,708.48
Niagara,	493,393	523,500	19,093.17	3.65	4,860.87	9,064.61
Northwestern National,	64,250	1,038,636	9,737.24	.94	3,272.18	3,272.18
People's, N. H.,	389,712	405,419	11,179.74	2.76	.....	.....
People's, N. Y.,	437,491	736,337	12,060.94	1.64	3,989.02	4,636.17
Phenix,	.....	.....	.....	.....	21,268.79	6,268.79
Providence Washington,	3,925,269	60,979,159	409,189.18	.67	238,560.36	204,733.28
Traders,	.....	152,736	353.01	.23	.....	.....
Union, Pa.,	.....	43,132,948	224,998.82	.52	193,573.79	262,998.16
Union, Cal.,	790,174	14,017,308	177,048.05	1.26	70,344.53	65,759.13
United States,	725,147	1,014,584	28,367.98	2.80	24,326.96	23,554.36
Westchester,	74,150	244,995	2,894.56	1.18	3,535.15	2,845.04
Totals,	$40,345,147	$600,153,756	$4,070,786.21	.68	$2,499,241.40	$2,676,805.01
Companies of other Countries.						
British American,	$1,280,220	$9,420,997	$71,664.50	.76	$35,612.58	$35,174.24
Commercial Union,	.....	45,864,480	240,406.21	.52	198,217.06	229,530.01
Marine,	8,270,714	157,000,667	495,070.09	.32	100,061.60	120,805.00
Western,	2,249,074	81,932,039	556,660.54	.68	366,468.83	359,793.59
Totals,	$11,800,008	$294,218,183	$1,363,801.34	.46	$700,360.07	$745,302.84
Grand Totals,	$55,666,885	$1,009,242,331	$5,710,906.21	.57	$3,366,310.29	$3,576,520.48

TABLE XI.

SUMMARY COMPARISON OF FIRE BUSINESS (INCLUDING MUTUALS) IN CONN. FOR THE PAST SEVENTEEN YEARS.

	Companies.	Stock.	Mutual.	Total.	Risks Written.	Premiums Received.	Average Premium Per Cent.	Losses Paid.	Per Cent. of Losses to Premiums Received.	Number of Companies Organized.	Number of Cos. Susp'n'd.
1873	Conn. Companies,	12	16	28	$83,394,874	$735,189 00	.88	$291,978.00	39.72	0	1
1874	"	13	17	30	88,932,666	944,360.00	1.06	413,597.00	43.86	2	0
1875	"	13	18	31	83,033,130	865,513.00	1.04	513,099.00	59.28	1	0
1876	"	13	19	32	80,129,485	783,029.00	.80	405,108.00	51.74	0	0
1877	"	11	19	30	76,183,260	685,804.00	.90	413,645.00	60.32	0	2
1878	"	11	18	29	67,018,201	587,584 00	.88	236,012.00	40.17	0	2
1879	"	12	17	29	64,272,298	551,780.00	.86	222,042.00	40.24	1	1
1880	"	11	17	28	68,430,316	559,188.00	.82	236,214.00	42.24	0	1
1881	"	10	17	27	72,979,746	584,579.00	.80	205,716.00	35.19	0	1
1882	"	10	17	27	68,603,641	567,247.00	.83	304,085.00	53.61	0	0
1883	"	10	17	27	70,544,010	574,589.02	.84	307,417.34	53.49	0	0
1884	"	10	17	27	69,850,596	604,130.63	.86	232,493.99	38.48	0	0
1885	"	10	16	26	68,545,446	617,024.96	.90	356,243.27	57.73	0	1
1886	"	10	16	26	72,982,953	636,680.70	.87	280,419.22	44.04	0	0
1887	"	10	16	26	73,506,376	635,001.48	.86	296,105.03	46.63	0	0
1888	"	10	17	27	73,205,646	614,080.28	.84	289,386.01	47.13	1	0
1889	"	10	17	27	77,317,201	629,517.63	.81	300,354.43	47.71	0	0
1873	Other Companies,	82	3	85	79,242,598	1,109,138.00	1.40	400,573.00	36.12	Adm. 19	With. 28
1874	"	85	4	89	80,763,680	1,113,436.00	1.37	704,176.00	63.24	" 12	" 9
1875	"	94	4	98	82,627,671	1,084,354.00	1.31	735,890.00	67.87	" 21	" 10
1876	"	98	5	103	79,216,434	978,341.00	1.24	411,224.00	42.03	" 8	" 3
1877	"	95	5	100	78,730,445	879,173.00	1.12	577,506.00	65.69	" 17	" 17
1878	"	87	5	92	77,324,758	825,622.00	1.07	333,366.00	40.38	" 5	" 12
1879	"	98	2	100	81,038,985	796,617.00	.98	307,889.00	38.65	" 16	" 11
1880	"	95	2	97	87,412,326	846,056.00	.97	408,002.00	48.22	" 9	" 8
1881	"	88	2	90	102 335,509	953,368.00	.93	457,223.00	47.96	" 7	" 6
1882	"	84	2	86	104,897,297	953,437.00	.91	578,514 00	60.68	" 6	" 7
1883	"	85	3	88	107,542,030	1,046,452.23	.97	761,533.98	72.77	" 8	" 6
1884	"	81	3	84	106,046,647	1,135,929.31	1.07	571,870.78	50.34	" 2	" 6
1885	"	86	4	90	110,519,073	1,205,338.81	1.09	655,053.02	54.34	" 8	" 2
1886	"	90	3	93	117,301,676	1,267,431 11	1.08	628,252.11	49.57	" 5	" 2
1887	"	86	3	89	121,707,145	1,280,754.00	1.05	597,953.25	46.69	" 2	" 6
1888	"	86	3	89	128,203,245	1,324,478.43	1.03	614,517.36	46.40	" 5	" 5
1889	"	86	4	90	134,822,205	1,340,864.26	.99	596,743.32	44.50	" 5	" 3

TABLE XII.

SUMMARY COMPARISON OF CONDITION OF FIRE INS. COS. AUTHORIZED IN CONN. FROM 1873 TO 1890.

	Companies.	Cash Capital.	Gross Assets.	Liabilities exclusive of Capital, Scrip, and Special Funds	Surplus as regards Policy-holders.	Income.	Expenditures.	Premium Receipts.	Losses Paid.	Risks in Force.	Per Cent. of Losses to Premiums Received.
1873	Conn. Companies,	$6,781,000 00	$13,569,127.00	$5,526,005.00	$8,034,122.00	$10,948,051.00	$9,578,479.00	$10,255,078 00	$6,160,211.00	$689,257,635	60.01
1874	"	6,892,000.00	15,337,448.00	5,580,019.00	9,757,428.00	10,735,383.00	8,750,311.00	9,902,576.00	4,689,139.00	682,798,593	47.35
1875	"	7,001,000.00	16,268,455.00	5,469,552.00	10,798,903.00	10,111,214.00	9,229,893.00	9,195,617.00	5,203,416.00	668,927,018	56.59
1876	"	7,951,000.00	17,659,440.00	5,256,448.00	12,402,992.00	9,029,319.00	8,414,607.00	8,087,979.00	4,390,971.00	633,458,645	54.29
1877	"	8,001,000.00	17,049,870.00	4,956,118.00	12,093,752.00	8,280,704.00	8,094,776.00	7,392,004.00	4,539,894.00	667,323,076	61.42
1878	"	8,201,000.00	17,654,916.00	4,952,317.00	12,702,598.00	7,527,585.00	6,857,116.00	6,623,179.00	3,434,171.00	723,265,917	51.85
1879	"	8,301,500.00	18,216,944.00	4,840,103.00	13,376,841.00	7,276,978.00	7,130,659.00	6,169,152.00	3,772,182.00	749,536,303	61.14
1880	"	8,001,500.00	19,207,296.00	5,099,381.00	14,107,914.00	7,755,419.00	7,252,562.00	7,183,041.00	3,730,748.00	676,208,413	51.94
1881	"	10,801,500.00	23,123,053.00	5,528,257.00	17,594,796 00	11,370,753.00	7,502,064.00	8,116,012.00	3,916,439.00	844,187,614	48.26
1882	"	10,801,500.00	23,738,974.00	6,120,795.00	17,618,179.00	9,154,890.00	8,743,447.00	8,803,555.00	4,712,762.00	894,422,051	53.53
1883	"	10,801,500.00	25,422,231.00	7,089,476.00	18,332,755.00	10,022,946.00	9,511,346.00	8,789,277.00	5,211,691.00	1,030,779,080	59.30
1884	"	10,801,500.00	25,235,491.48	7,572,467.81	17,663,024.00	10,485,267.00	10,017,995.00	9,023,727.00	5,474,616.00	1,067,619,972	60.10
1885	"	10,801,500.00	26,289,341.24	7,635 815.94	18.557,335.00	10,668,343.00	10,023,994.00	9,474,425.00	5,451,927.00	1,098,600,282	59.44
1886	"	10.802,000.00	27,674,581.34	8,070,342.44	19,604,238.90	11,026,084.94	10,175,877.91	9,792,005.23	5,497,365.61	1,147,264,381	56.14
1887	"	10,950,000.00	28,396,501.30	8,974,837.37	19,421,753.93	11,587,266.42	10,828,520.82	10,261,760.43	5,965,642.62	1,205,326,562	58.13
1888	"	10,950,000.00	29,894,997.96	9,827,402 08	20,067,595.88	12,915,081.83	11,639,865.39	11,573,910.40	6,273,622.12	1,326,226,545	54.20
1889	"	10,950,000.00	31,224,173.04	10,629,393.06	20,594,779.98	13,331,326.72	12,752,087.29	12,006,846.55	7,189,246.63	1,442,900,962	59.88
1873	Other Companies,	23,630,055.00	64,119,819.00	31,305,074.00	32,794,745.00	47,796,932.00	44,423,780.00	44,184,101.00	29,395,447.00	3,665,377,171	66.53
1874	"	24,887,230.00	73,899,328.00	31,353,925.00	42,545,403.00	47,751,449.00	36,939,932.00	43,873,616.00	20,374,972.00	3,808,305,100	46.44
1875	"	27,257,530.00	83,370,040.00	32,240,411.00	51,129,629.00	46,274,309.00	37,978,971.00	42,099,463.00	20,565,511.00	3,599,067,146	48.85
1876	"	30,039,230.00	90,653,142.00	30,591,633.00	59,061,509.00	45,439,299.00	39,554,279.00	37,974,802.00	21,335,440.00	4,042,950,104	56.18
1877	"	28,550,010.00	90,336,120.00	31,967,567.00	58,368,553.00	44,951,459.00	40,319,655.00	40,191,656.00	22,606,273.00	4,297,420,431	56.25
1878	"	26,950,000.00	91,771,317.00	32,050,388.00	59,720,931.00	42,625,678.00	37,349,601.00	37,962,528.00	20,365,877.00	4,452,649,167	53.56
1879	"	28,080,000.00	98,275,210.00	35,102,890.00	63,172,320.00	45,217,000.00	43,386,571.00	36,967,766.00	25,434,096.00	5,667,836,804	68.80
1880	"	29,830,010.00	106,677,505.00	38,917,698.00	67,759,807.00	52,702,701.00	46,158,783.00	48,322,691.00	23,015,935.00	5,592,772,109	47.63
1881	"	30,500,000.00	114,370,384.00	43,353,973.00	69,975,485.00	60,045,485.00	52,765,012.00	60,197,681.00	31,096,375.00	6,445,690,378	51.66
1882	"	29,000,000.00	119,102,798.00	47,048,740.00	71,693,123.00	63,449,132.00	57,926,305.00	67,579,424.00	35,156,920.00	7,047,627,326	52.02
1883	"	30,950,000.00	128,295,466.00	54,611,091.00	73,684,374.00	69,187,810.00	64,513,756.00	64,021,222.00	39,292,924.00	7,427,688,223	61.07
1884	"	29,675,000.00	126,341,264.10	58,224,822.56	68,116,442.00	70,507,705.00	68,209,857.00	61,037,353.00	39,146,363.00	7,919,140,263	64.14
1885	"	30,975,000.00	135,268,543.30	60,469,521.11	74,799,022.00	75,395,123.00	70,486,211.00	70,000,455.00	42,152,281.00	8,879,149,051	60.22
1886	"	*39,346,500.00	147,426,973.94	65,398,416.80	82,028,557.00	78,033,293 01	70,721,185.00	72,237,121.00	41,645,826 00	9,447,684,902	57.65
1887	"	38,796,000.00	147,442,436.01	73,331,964.82	74,110,471.19	78,719,768.57	74,932,821.98	72,831,157.89	45,296,477.42	9,985,744,450	62.19
1888	"	38,836,300.00	153,568,846.72	77,020,729.33	76,548,117.39	81,474,876.12	75,777,623.90	75,458,050.52	45,429,653.71	10,815,197,349	60.21
1889	"	39,409,550.00	157,719,478.59	80,904,499.81	76,814,978.78	84,398,194.08	81,937,507.69	77,939,699.72	49,965,612.73	11,355,806,127	64.11

*Includes deposits in United States of companies of other countries. Omitted in previous years.

DIRECTORY OF COMPANIES.

LIST OF INSURANCE COMPANIES, OTHER THAN LIFE, AUTHORIZED TO DO BUSINESS IN CONNECTICUT.

Name of Company.	Paid-up Capital.	President.	Secretary.
Stock Companies of Connecticut.			
Ætna, Hartford,	$4,000,000.00	Jotham Goodnow	A. C. Bayne.
Connecticut, Hartford,	1,000,000.00	John D. Browne	Charles R. Burt.
Hartford, Hartford,	1,250,000.00	George L. Chase	P. C. Royce.
Meriden, Meriden,	200,000.00	A. Chamberlain	E. B. Cowles.
National, Hartford,	1,000,000.00	James Nichols	E. G. Richards.
Norwalk, Norwalk,	50,000.00	William C. Street	George R. Cowles.
Orient, Hartford,	1,000,000.00	Charles B. Whiting	James U. Taintor.
People's, Middletown,	200,000.00	Seth H. Butler	Henry C. Ward.
Phœnix, Hartford,	2,000,000.00	H. Kellogg	G. H. Burdick.
Security, New Haven,	250,000.00	Charles S. Leete	H. Mason.
Hartford Steam Boiler Inspection,	500,000.00	J. M. Allen	J. B. Pierce.
Total,	$11,450,000.00		
Mutual Companies of Connecticut.	Assets.		
Connecticut Mutual Steam Boiler Inspection,	$995.15	H. L. Wade	C. H. Bronson.
Danbury, Danbury,	22,760.67	F. S. Wildman	George B. Benjamin.
Farmers, Suffield,	397.77	N. N. King	W. E. Burbank.
Farmington Valley, Farmington,	8,984.00	Edward Norton	Richard H. Gay.
Greenwich, Greenwich,	6,953.48	Thomas A. Mead	John Dayton.
Hartford County, Hartford,	432,531.24	Wm. E. Sugden	Wm. A. Erving.
Hartford County Tobacco Growers,	727.43	D. Ellsworth Phelps	Geo. R. Maude.
Litchfield, Litchfield,	104,891.76	Abijah Catlin	Henry W. Wessells.
Madison, Madison,	5,638.40	John N. Chittenden	Wm. S. Hull.
Middlesex, Middletown,	654,738.15	O. Vincent Coffin	C. W. Harris.
Mutual, Norwich,	11,776.39	None	Asa Backus.
Mutual, Harwinton,	194.20	Marvin Pierce	David Birge.
New London County, Norwich,	91,613.52	E. F. Parker	J. F. Williams.
Patrons, Hartford,		Geo. Austin Bowen	C. P. Ives.
Rockville, Rockville,	4,945.49	George Maxwell	A. T. Bissell.
State, Hartford,	49,599.42	Ralph Gillett	Isaac Cross, Jr.
Tolland County, Tolland,	73,638.25	Lucius S. Fuller	Edward E. Fuller.
Washington, Washington,	231.95	C. H. Mason	S. J. Logan.
Windham County, Brooklyn,	58,743.87	David Greenslit	John Palmer.
Total,	$1,529,361.14		

LIST OF INSURANCE COMPANIES, OTHER THAN LIFE, AUTHORIZED TO DO BUSINESS IN CONN.—CONTINUED.

Attorney to accept service in Connecticut, Insurance Commissioner, Hartford.

NAME OF COMPANY.	Admitted to Connecticut.	Paid-up Capital.	President.	Secretary.
Stock Companies of Other States.				
Agricultural, Watertown, N. Y.,	1865	$500,000.00	Jean R. Stebbins	H. M. Stevens.
Albany, Albany, N. Y.,	1888	250,000.00	J. Howard King	John E. McElroy.
American, Boston, Mass.,	1888	300,000.00	Francis Peabody	J. W. Field.
American, Newark, N. J.,	1875	600,000.00	Fred H. Harris	J. H. Worden.
American, New York, N. Y.,	1880	400,000.00	David Adec	Wm. H. Crolius.
American, Philadelphia, Penn.,	1871	500,000.00	Thos. H. Montgomery	Richard Maris.
American Central, St. Louis, Mo.,	1886	600,000.00	George T. Cram	Charles Christensen.
American Steam Boiler, New York, N. Y.,	1886	500,000.00	Wm. K. Lothrop	V. R. Schenck.
American Surety, New York, N. Y.,	1885	1,000,000.00	Wm. L. Trenholm	Frederick F. Nugent.
Anglo-Nevada, San Francisco, Cal.,	1886	2,000,000.00	Louis Sloss	Z. P. Clark.
Buffalo German, Buffalo, N. Y.,	1881	200,000.00	Philip Becker	Oliver J. Eggert.
California, San Francisco, Cal.,	1888	600,000.00	L. L. Bromwell	W. H. C. Fowler.
Citizens, New York, N. Y.,	1864	300,000.00	Edward A. Walton	Frank M. Parker.
Citizens, Pittsburg, Penn.,	1883	500,000.00	William G. Johnson	J. R. Snively.
Commerce, Albany, N. Y.,	1864	200,000.00	G. A. Van Allen	Richard V. DeWitt.
Commercial, San Francisco, Cal.,	1885	200,000.00	John H. Wise	Charles A. Laton.
Continental, New York, N. Y.,	1854	1,000,000.00	F. C. Moore	Cyrus Peck.
Denver, Denver, Colo.,	1889	200,000.00	William J. Barker	J. A. Perkins.
Eliot, Boston, Mass.,	1886	200,000.00	G. C. George	A. P. Curtis.
Equitable, Providence, R. I.,	1871	300,000.00	Fred W. Arnold	James E. Tillinghast.
Farragut, New York, N. Y.,	1873	200,000.00	John E. Leffingwell	Samuel Darbee.
Fidelity & Casualty, New York, N. Y.,	1880	250,000.00	Wm. M. Richards	Robert J. Hillas.
Fire Association, Philadelphia, Penn.,	1872	481,250.00	Jesse Lightfoot	W. S. Winship.
Fireman's Fund, San Francisco, Cal.,	1872	1,000,000.00	D. J. Staples	Wm. J. Dutton.
Firemen's, Newark, N. J.,	1876	600,000.00	John H. Kase	Chas. Collyer.
First National, Worcester, Mass.,	1877	200,000.00	Chas. B. Pratt	George A. Park.
Franklin, Philadelphia, Penn.,	1869	400,000.00	James W. McAllister	Ezra T. Cresson.
German-American, New York, N. Y.,	1872	1,000,000.00	Emil Oelbermann	James A. Silvey.
Germania, New York, N. Y.,	1864	1,000,000.00	Rudolph Garrigue	Charles Ruykhaver.
Girard, Philadelphia, Penn.,	1867	287,300.00	Alfred S. Gillett	Edwin F. Merrill.
Glens Falls, Glens Falls, N. Y.,	1879	200,000.00	R. M. Little	J. L. Cunningham.
Granite State, Portsmouth, N. H.,	1886	200,000.00	Frank Jones	A. F. Howard.

Greenwich, New York, N. Y.,	1886	200,000.00	Samuel C. Harriott	Mason A. Stone.
Hanover, New York, N. Y.,	1861	1,000,000.00	Benj. S. Walcott	I. Remsen Lane.
Home, New York, N. Y.,	1853	3,000,000.00	Daniel A. Heald	William L. Bigelow.
Ins. Co. of North America, Philadelphia, Penn.,	1865	3,000,000.00	Charles Platt	Greville E. Fryer.
Ins. Co. of State of Penn., Philadelphia, Penn.	1879	200,000.00	George G. Crowell	A. B. Earle.
Jersey City, Jersey City, N. J.,	1880	250,000,00	Nathaniel Foote	Charles F. Patterson.
Liberty, New York, N. Y.,	1887	800,000.00	George A. Morrison	Philip La Tourette.
Lloyds Plate Glass, New York, N. Y.,	1882	100,000.00	James G. Beemer	William T. Woods.
Long Island, Brooklyn, N. Y.,	1888	300,000.00	Jonathan Ogden	Henry Blatchford.
Merchants, Newark, N. J.,	1873	400,000.00	Henry Powles	J. R. Mullikin.
Merchants, Providence, R. I.,	1872	200,000.00	W. T. Barton	William P. Goodwin.
Michigan, Detroit, Mich.,	1889	400,000.00	D. Whitney, Jr.	Eugene Harbeck.
Milwaukee Mechanics, Milwaukee, Wis.,	1885	200,000.00	Christian Preusser	Adolf J. Cramer.
Metropolitan Plate Glass, New York, N. Y.,	1874	100,000.00	Henry Harteau	Eugene H. Winslow.
Newark, Newark, N. J.,	1877	250,000.00	John J. Henry	Oscar O. Brewer.
New Hampshire, Manchester, N. H.,	1874	600,000.00	J. A. Weston	J. C. French.
New York Bowery, New York, N. Y.,	1879	300,000.00	John A. Delanoy, Jr.	Charles A. Blauvelt.
Niagara, New York, N. Y.,	1854	500,000.00	Peter Notman	West Pollock.
North American, Boston, Mass.,	1889	200,000.00	Silas Peirce	Charles E. Macullar.
Northwestern National, Milwaukee, Wis.,	1873	600,000.00	Alfred James	John P. McGregor.
Pacific, New York, N. Y.,	1885	200,000.00	Frank T. Stinson	George Jeremiah.
Pennsylvania, Philadelphia, Penn.,	1871	400,000.00	John Devereux	John L. Thomson.
People's, New York, N. Y.,	1881	200,000.00	F. V. Price	A. C. Milne.
People's, Manchester, N. H.,	1886	250,000.00	J. C. Moore	S. B. Stearns.
Phenix, Brooklyn, N. Y.,	1872	1,000,000.00	George P. Sheldon	Philander Shaw.
Providence Washington, Providence, R. I.,	1872	400,000.00	J. H. DeWolf	E. L. Watson.
Reading, Reading, Penn.,	1887	250,000.00	William A. Arnold	S. E. Ancona.
Reliance, Philadelphia, Penn.,	1889	300,000.00	Thomas C. Hill	William Chubb.
Rochester German, Rochester, N. Y.,	1874	200,000.00	Frederick Cook	H. F. Atwood.
Springfield, Springfield, Mass.,	1872	1,500,000.00	J. N. Dunham	S. J. Hall.
Spring Garden, Philadelphia, Penn.,	1887	400,000.00	Nelson F. Evans	G. B. Armitage.
Traders, Chicago, Ill.,	1872	500,000.00	E. Buckingham	R. J. Smith.
Union, Philadelphia, Penn.,	1880	250,000.00	Charles S. Hollinshead	John M. Cowell.
Union, San Francisco, Cal.,	1885	750,000 00	Nathaniel T. James	James D. Bailey.
United Firemen's, Philadelphia, Penn.,	1885	300,000.00	Joseph L. Caven	Robert B. Beath.
United States, New York, N. Y.,	1882	250,000.00	W. W. Underhill	Walter H. Griffen.
Westchester, New York, N. Y.,	1871	300,000.00	George R. Crawford	John Q. Underhill.
Williamsburgh City, Brooklyn, N. Y.,	1871	250,000.00	Marshall S. Driggs	F. H. Way.
Total,		$37,062,550.00		

LIST OF INSURANCE COMPANIES, OTHER THAN LIFE, AUTHORIZED TO DO BUSINESS IN CONN.— CONCLUDED.

Attorney to accept service in Connecticut, Insurance Commissioner, Hartford.

NAME OF COMPANY.	Admitted to Connecticut.	Assets.	President.	Secretary.
Mutual Companies of Other States.				
Fitchburg, Fitchburg, Mass.,	1889	$254,576.35	Amasa Norcross,	Edward P. Downe.
Holyoke, Salem, Mass.,	1876	823,260.45	Charles H. Price,	Walter L. Harris.
Merchants and Farmers, Worcester, Mass.,	1873	297,371.24	John D. Washburne,	Elijah B. Stoddard.
Quincy, Quincy, Mass.,	1884	586,260.47	Charles A. Howland,	William H. Fay.
Total,		$1,961,468.51		

NAME OF COMPANY.	Admitted to Connecticut.	Assets in United States.	Resident Manager or Attorney for United States.
Companies of other Countries.			
British America, Toronto, Canada,	1887	$866,128.22	Insurance Commissioner, Attorney.
City of London, London, England,	1882	714,702 11	John C. Paige, Boston, Mass.
Commercial Union, London, England,	1871	2,890,988.09	Charles Sewall, New York, N. Y.
Guarantee Co. of North America, Montreal, Canada.	1883	372,975.99	Insurance Commissioner, Attorney.
Guardian, London, England,	1873	1,521,020.76	Henry E. Bowers, New York, N. Y.
Hamburg-Bremen, Hamburg, Germany,	1873	1,152,580.02	F. O. Affeld and H. C. Buckenberger, New York, N.Y.
Imperial, London, England,	1868	1,617,037.76	John C. Paige, Boston, Mass.
Lancashire, Manchester, England,	1872	1,880,681.65	E. Litchfield, New York, N. Y.
Lion, London, England,	1880	783,214.17	Martin Bennett, Jr., Hartford, Conn.
Liverpool & London & Globe, Liverpool, Eng.,	1871	7,337,156.31	Henry W. Eaton, New York, N. Y.
London, London, England,	1872	1,681,068.12	George H. Marks, New York, N. Y.
London and Lancashire, Liverpool, England,	1872	2,125,314.06	Percy Chubb, New York, N. Y.
Marine (Limited), London, England,	1888	624,401.03	Jeffrey Beavan, New York, N. Y.
North British and Mercantile, London, England,	1876	3,492,174.50	Samuel P. Blagden, New York, N. Y.
Northern, London, England,	1878	1,513,073.44	George W. Babb, Jr., New York, N. Y.
Norwich Union, Norwich, England,	1879	1,505,631.21	J. Montgomery Hare, New York, N. Y.
Phœnix, London, England,	1879	1,966,131.97	A. D. Irving, New York, N. Y.
Queen, Liverpool, England,	1871	2,217,642.18	James A. Macdonald, New York, N. Y.
Royal, Liverpool, England,	1874	5,406,735.97	E. F. Beddall, New York, N. Y.
Scottish Union and National, Edinburgh, Scotland,	1880	1,673,758.80	Martin Bennett, Jr , Hartford, Conn.
Sun, London, England,	1881	1,956,331.05	J. J. Guile, New York, N. Y.
Transatlantic, Hamburg, Germany,	1878	522,600.47	E. Harbers, New York, N. Y.
United Fire Re-insurance, Manchester, England,	1883	1,165,482.86	William Wood, New York, N. Y.
Western, Toronto, Canada,	1877	1,051,615.58	Insurance Commissioner, Attorney.
Total,		$46,038,476.32	

DIRECTORY

OF

Agents of Foreign Companies.

Agricultural, Watertown, N. Y.

Name.	Residence.	Name.	Residence.
Adams, W. P.	Westchester	Merwin, J. J. & Son,	Poquonock
Andrew, C. N.	Willimantic	McNeil, N. A. & Co.,	Lime Rock
Bacon & Guy,	Middletown	Montgomery, S. K.	Bristol
Beecher, S. G. & Son,	New Milford	Northrop, Amos S.	New Canaan
Caldwell, Wm. A.	Sherman	Norton, O. E.	Hotchkissville
Conklin, H. W.	Hartford	Platt, L. S.	Naugatuck
Dudley, A. E. & Son,	New Haven	Purdy, Horace & Son,	Danbury
Fairchild, A. B.	Bridgeport	Recor, Frank C.	Torrington
Griswold & Pierre,	Winsted	Smith, George B.	Saugatuck
Holt, C. H.	Rockville	Stevens, A. L.	West Meriden
Humphrey, J. D.	New Britain	Stoughton, George H.	Thomaston
Jones, J. G.	Waterbury	Terrell, Wales,	Ansonia
Lathrop, J. L. & Son,	Norwich	Tomlinson, J.	Shelton
Lord, Reuben, Jr.	New London	Warner, W. H.	Woodbridge
Mattoon, B. H.	Watertown	Wilson, O. E.	Norwalk

Albany, Albany, N. Y.

Baker, W. E.	Hartford	Hartshorn, John W.	New London
Butler & Hatch,	New Britain	Hinman & Morse,	New Haven
Dougherty, T. F.	Waterbury	Parker, John F.	Norwich
Fairchild, E. W.	Bridgeport	Squire, W. H. & Co.,	Meriden

American, Boston, Mass.

Anderson, J. S.	Stonington	Hitchcock & Taft,	Unionville
Broatch, John C.	Middletown	Jost, Gustav A.	New Britain
Brown, Orange S.	Stamford	Merwin, J. J. & Son,	Windsor Locks
Conklin, Hamilton W.	Hartford	McNeil, N. A. & Co.,	Lime Rock
Cowles, Edwin B.	Meriden	Morrell & L'Homidieu,	So. Norwalk
Fairchild, A. B.	Bridgeport	Terrell, Wales,	Ansonia
Finney, L. W.	Greenwich	Treadwell & Ryder,	Danbury
Fuller & Story,	Norwich	Welton, Nelson J.	Waterbury
Hill, James H.	New London	Wilson, Chas. & Co.,	New Haven

American, Newark, N. J.

Atwater, Wm. C.	Birmingham	Humphrey, John D.	New Britain
Bell, Harry,	Stamford	Johnson, C. G.	Meriden
Carmody, Maurice F.	Waterbury	Lineburgh, W. G. & Son,	Bridgeport
Cowles, E. B.	Meriden	Parsons, G. S. & Co.,	Waterbury
Craufurd, Robert B.	Norwalk	Tarrant, Nicholas,	Norwich
Daboll, Elisha V.	New London	Tweedy, John,	Danbury
Fitzpatrick, Wm.	New Haven	Walden, John L.	Willimantic
Goodsell, Granville W.	Bridgeport	Webster & Moore,	Hartford
Hubbard, E. N.	Middletown	Wilson, Charles & Co.,	New Haven

American, N. Y.

Name.	Residence.	Name.	Residence.
Abbott, A. F. & Son,	Waterbury	Hubbard, E. N.	Middletown
Alling, Albert H.	New Haven	Loomer, S. F. & Co.,	Willimantic
Anderson, J. S.	Stonington	McNeil, N. A. & Co.,	Lime Rock
Andross, W. W.	Rockville	Mead, Melville E.	Darien
Atwater, Wm. C.	Birmingham	Merwin, Robert T.	New Haven
Bell, Harry,	Stamford	Peck, Miles Lewis,	Bristol
Brotherton, Wm. B.	Milford	Pierre, H. J.	Winsted
Burton, Franklin,	Ansonia	Purdy, Horace & Son,	Danbury
Butler & Hatch,	New Britain	Soule & Staub,	New Milford
Chapman, Silas, Jr.	Hartford	Staples, James & Co.,	Bridgeport
Cone, Wm A.	East Haddam	Taylor & Golden,	South Norwalk
Cowles, E. B.	Meriden	Wilson, Charles & Co.,	New Haven
Edgar, Thomas,	New London	Wilson, Oliver E.	Norwalk
Fuller & Story,	Norwich		

American, Philadelphia, Penn.

Allen, Charles I.	Bethel	Hitchcock & Taft,	Unionville
Anderson, J. S.	Stonington	Isbell, Edward E.	Branford
Atwater, Wm. C.	Birmingham	Lloyd, George,	Danielsonville
Bacon & Guy,	Middletown	Loomer, S. F. & Co.,	Willimantic
Bartlett, Egbert,	Ansonia	Mason, C. V.	Bristol
Bell, Harry,	Stamford	Morse, Gardner,	New Haven
Bentley, Samuel H.	Mystic	Packer, Thos. E. & Co.,	Mystic Bridge
Bigelow & Stevens,	Danbury	Parker, John F.	Norwich
Bishop, Charles B.	Litchfield	Raymond, Josiah,	Westport
Bissell, L. & Son,	Rockville	Russell, Benjamin A.	Greenwich
Bradley, Jared C.	New Haven	Smith, Wm. H.	Plainville
Bristol, Phineas S.	Milford	Squire, Wilbur H.	Wallingford
Buell, Roxana,	Clinton	Squire, W. H. & Co.,	Meriden
Butler & Hatch,	New Britain	Staples, James & Co.,	Bridgeport
Cone, William A.	East Haddam	Strong, Phineas R.	Colchester
Griswold, Chas.,	Guilford	Taylor & Golden,	South Norwalk
Greene, Millen S.	Pawcatuck	Todd, C. A.	New Milford
Griswold & Pierre,	Winsted	Weaver, H. C.	New London
Hart, Joseph C.	Hartford	Welton, N. J.	Waterbury
Hill, Trowbridge & Co.,	New Haven	Wilson, O. E.	Norwalk

American Central, St. Louis, Mo.

Barnes & Babcock,	New Britain	Kimball, C. C. & Co.,	Hartford
Bronson, Casimir H.	Waterbury	Lawton, M. W.	Middletown
Brown, Thomas S.	East Hampton	Mason, C. V.	Bristol
Callahan, E. A.	New Haven	McWeency, John,	Meriden
Cowles, George R.	Norwalk	O'Neil, J. J.	Bridgeport
Finney, John H.	Stamford	Purdy, Horace & Son,	Danbury
Goodsell, Zalmon,	Bridgeport	Roach, James C.	Wallingford
Hanrahan, Daniel,	Stamford		

American Steam Boiler, N. Y.

Butler & Hatch,	New Britain	Goodsell, McNeil & Co.,	Bridgeport
Cannon & Burton,	New Haven	Hoyt, Theodore,	Danbury
Duncan, R. M.	New Haven	Swartwout, Satterlee,	Stamford

American Surety Co., N. Y.

Name.	Residence.	Name.	Residence.
Bell, Harry,	Stamford	Kimball, C. C. & Co.,	Hartford
Bill, Arthur G.	Danielsonville	Learned, B. P.	Norwich
Higby & DeForest,	Bridgeport	Sperry, N. D.	New Haven
Judd, George E.	Waterbury		

Anglo-Nevada, San Francisco, Cal.

Bartlett, Egbert,	Ansonia	Goodsell, McNeil & Co.,	Bridgeport
Bigelow & Stevens,	Danbury	Hall, Elihu,	Wallingford
Cannon & Burton,	New Haven	Hall, E, D.	Meriden
Conklin, H. W.	Hartford	Hunt, Chas. K.	West Winsted
Cowles & Merrill,	South Norwalk	Platt, L. S.	Naugatuck
Culver, S. Hart,	Seymour	Russell, B. H.	Greenwich
Foster, N., Jr., & Wise, gen. agts.,	Boston, Mass.	Taylor & Golden,	South Norwalk
		Weaver, H. C.	New London
Fuller & Story,	Norwich		

British America, Toronto, D. of C.

Chapman, Silas, Jr.,	Hartford	Lindley, John L.	Ansonia
Coolidge & Lockwood,	So. Norwalk	Peck, Miles Lewis,	Bristol
Cowles, E. B.	Meriden	Sperry & Kimberly,	New Haven
Fairchild, A. B.	Bridgeport	Taff, Fred A.	Stamford
Humphrey, J. D.	New Britain	Tilden, Chester,	Willimantic
Hurd, Samuel A.	Birmingham	Treadwell & Ryder,	Danbury
Judd, George E.	Waterbury	Weaver, H. C.	New London
Lester, Wm. A.	Danielsonville		

Buffalo German, Buffalo, N. Y.

Goodsell, Zalmon,	Bridgeport	Webster & Moore,	Hartford
Griesinger, Wm.	Bridgeport	Williams, Jerome F. & Son,	Norwich
Humphrey, John D.	New Britain	Wilson, Chas. & Co.,	New Haven

California, San Francisco, Cal.

Atwater, Wm. C.	Birmingham	Kimball, C. C. & Co.,	Hartford
Clark, James G.	New Haven	Lineburgh, W. G. & Son,	Bridgeport
Daboll, E. V.	New London	Murphy, D. K.	Meriden
Fitzgerald, G. J.	New Haven	McNeil, V. F. & Co.,	New Haven
Fowler, H. G.	New Britain	Smith, Wm. H.	New Britain
Goodsell, Granville W.	Bridgeport	Williams, J. F. & Son,	Norwich

Citizens, New York, N. Y.

Babcock, Chas.	East Lyme	Learned, J. C. & Sons,	New London
Baker, A. A.	Colchester	Leonard, J. E.	Jewett City
Baker, Henry A.	Montville	Lindley, John L.	Ansonia
Baker, Wm. E., gen'l agt.,	Hartford	Mathewson, E. P.	Pomfret
Brooks, Isaac W.	Torrington	Nichols, David A.	Monroe
Butler, Dale D.	Middletown	Peck, Miles Lewis,	Bristol
Butler & Hatch,	New Britain	Smith & Root,	Waterbury
Catlin, L. S.	Bridgeport	Squire, W. H. & Co.,	Meriden
Clark, D. H.	Stamford	Stickney, J. N.	Rockville
Cowles & Merrill,	Norwalk	Taintor, E. M.	Middletown
Dudley, A. E. & Son,	New Haven	Todd, Cyrus A.	New Milford
Fuller, W. H.	Suffield	Tomlinson, J.	Shelton
Knapp, Smith H.	Danbury	Tourtelotte, Oscar,	N. Grosvenordale
earned, P. B.	Norwich	Walden, John L.	Willimantic

Citizens, Pittsburgh, Penn.

Name.	Residence.	Name.	Residence.
Bradley, Jared C.	New Haven	Judd, George E.	Waterbury
Butler & Hatch,	New Britain	Lord, Reuben, Jr.	New London
Fisher, George B.	Hartford	Lyon, Lewis H.	Bridgeport
Grannis, Fred. A.	Waterbury		

City of London, London, England.

Cannon & Burton,	New Haven	Higby & DeForest,	Bridgeport
Chapman, Silas, Jr.,	Hartford	Smith & Root,	Waterbury
Cowles & Merrill,	Norwalk	Squire, Wilbur H.	Meriden
Hill, James H.	New London		

Commerce, Albany, N. Y.

Cannon & Burton,	New Haven	Goodsell, McNeil & Co.,	Bridgeport
Coolidge & Lockwood,	Norwalk	Welton, N. J.	Waterbury
Cowles, Edmund B.	Meriden	Williams, Jerome F. & Son,	Norwich
Dickinson, Leonard A., gen. agt., Hfd.			

Commercial, San Francisco, Cal.

Atwater, W. C.	Birmingham	Cowles, E. B.	Meriden
Bradley, Jared C.	New Haven	Goodsell, Zalmon,	Bridgeport
Collier, Thos. S.	New London	Perry, George F.	Waterbury

Commercial Union, London, England.

Anderson, Jerome S.	Stonington	Hitchcock & Taft,	Unionville
Atwater, Wm. C.	Birmingham	Howard, Alvarado,	Stafford Springs
Bacon & Guy,	Middletown	Hoxie, J. H. & Son,	Mystic River
Bowen, A. J.	Willimantic	Hubbard, H. A.	Stamford
Brooks, Isaac W.	Torrington	Hull, J. H.	Westport
Clark, Abel F.	Sandy Hook	Layton, Jacob M.	South Norwalk
Cone, Wm. A.	East Haddam	Lindley, John L.	Ansonia
Cowles & Merrill,	Norwalk	Mason, C. V.	Bristol
Crofut, Sidney W.	Danielsonville	North, J. G. & J. C.	New Haven
Daboll, Elisha V.	New London	Page, Benjamin,	Meriden
Dayton, John,	Greenwich	Randall, George W.	Rockville
Dickinson, L. A.	Hartford	Royce, A. Irving,	Norwich
Eaton, Chas. A.	Kent	Sperry & Kimberly,	New Haven
Griswold & Pierre,	Winsted	Todd, Cyrus A.	New Milford
Hemingway, John,	Southington	Walker & Parsons,	New Britain
Higby & DeForest,	Bridgeport	Welton, N. J.	Waterbury

Continental, New York, N. Y.

Name.	Residence.	Name.	Residence.
Abbott, C. S.	Watertown	Hunt, Charles K.	West Winsted
Bartlett, Egbert	Ansonia	Jewell, Frederick A.	New Hartford
Beecher, S. G. & Son,	New Milford	Johnson, Eric H.	Putnam
Bigelow & Stevens,	Danbury	Jones, J. G.	Waterbury
Birdseye, T. S.	Birmingham	Layton, Jacob M.	South Norwalk
Brooks, Isaac W.	Torrington	Loewith, Sigmund	Bridgeport
Brown, Thomas S.	East Hampton	Loomer, Silas F. & Co.,	Willimantic
Butler & Hatch,	New Britain	Marvin, John W.	Deep River
Chapman, Silas, Jr.,	Hartford	Mason, C. V.	Bristol
Clarke, D. H.	Stamford	Mattoon, B. H.	Watertown
Codding, S. N.	Collinsville	McNeil, N. A. & Co.,	Lime Rock
Cone, W. A.	East Haddam	Packer, George D.	Mystic River
Converse, A. W.	Windsor Locks	Palmer, George	Branford
Cowles & Eldridge,	Norfolk	Perkins, Asa, 2d,	Groton
Cowles & Merrill,	Norwalk	Platt, Luther S.	Naugatuck
Crofut, Sidney W.	Danielsonville	Pond, J. W.	New Haven
Culver, S. Hart	Seymour	Rich, George F.	South Manchester
Dayton, John	Greenwich	Royce, A. Irving	Norwich
Edgar, Thomas,	New London	Sage, J. H.	Portland
Ely, James & F. E.	Thompsonville	Scott, Hiram K.	Ridgefield
Fitch, Orrin	New Hartford	Staples, James & Co.	Bridgeport
Fuller, C. S.	Suffield	Stevens, Daniel W.	Clinton
Fuller & Needham,	Somers	Stickney, J. N.	Rockville
Gillette, S. C.	Colchester	St. John, S. Y.	New Canaan
Griswold, Charles	Guilford	Street, F. F.	East Hartford
Hall & Simons,	Wallingford	Sperry & Kimberly,	New Haven
Hall, E. D.	Meriden	Stoughton, George H.	Thomaston
Hitchcock & Taft,	Unionville	Topliff, H. P.	South Coventry
Hemingway, John	Southington	Trumbull, H. N.	Stonington
Hoxie, J. H. & Son,	Mystic River	Thompson, John W.	Hartford
Howard, Alvarado	Stafford Springs	Wilcox, Henry B.	Madison
Hull, J. H.	Westport		

Denver, Denver, Col.

Bell, Harry	Stamford	Lockwood, Wm.	Norwalk
De Forest, G. L. & Co.,	Birmingham	Wilson, Chas. & Co.,	New Haven
Flint, Henry H.	Willimantic		

Eliot, Boston, Mass.

Bell, Harry	Stamford	Mildeberger, H. G.	New London
Bronson, Casimir H.	Waterbury	McNeil, N. A. & Co.,	Lime Rock
Butler & Hatch,	New Britain	McNeil, V. F. & Co.,	New Haven
Cook, Nathaniel M.	New Haven	Seeley, Sheldon F.	Washington
Goodsell, McNeil & Co.,	Bridgeport	Squire, Wilbur H.	Meriden
Hinman & Morse,	New Haven	Thompson, J. W.	Stratford
Howe, Post & Co.,	New York, N. Y.	Webster & Moore,	Hartford
Mason, Carlos V.	Bristol		

Equitable, Providence, R. I.

Abbott, A. F. & Son,	Waterbury	McWeeney, John	Meriden
Camp, F. E.	Middletown	Robinson, H. M.	Danbury
Goodsell, McNeil & Co.,	Bridgeport	Walker & Parsons,	New Britain
Kimball, C. C. & Co.,	Hartford	Warren, Herbert C.	New Haven
Laubscher, C. H.	Rockville	Williams, Jerome F. & Son,	Norwich
Loomer, S. F. & Co.,	Willimantic		

Farragut, New York, N. Y.

Name.	Residence.	Name.	Residence.
Bishop & Taylor,	Stamford	Mead, Wm. C.	Bridgeport
Buell & Willard,	Colchester	Webster & Moore,	Hartford
Fuller & Story,	Norwich	Wilson, Chas. & Co.,	New Haven
Lawrence, Gordon B.	Waterbury		

Fidelity and Casualty, New York, N. Y.

Bill, A. J.	Danielsonville	Howard, Alvarado,	Stafford Springs
Bishop, Chas. B.	Litchfield	Hubbard, E. N.	Middletown
Bissell, L.	Rockville	Humphrey, J. D.	New Britain
Brown, Orange S.	Stamford	Hurd, Samuel A.	Birmingham
Bronson, Casimir H.	Waterbury	Johnson, C. G. & Co.,	Meriden
Butler, Dale D.	Middletown	Judd, Geo. E.	Waterbury
Callahan, E. A.	New Haven	Mason, C. V.	Bristol
Carrington, Geo. M.	West Winsted	Mann, J. H.	Putnam
Cowles, E. B.	Meriden	Merwin, J. J.	Poquonock
Culver, S. Hart,	Seymour	Pardee, M. Clifford,	So. Norwalk
Fairchild, A. B.	Bridgeport	Squire, W. H.	Meriden
Fisher, George B.	Hartford	Sweeney, James E.	Naugatuck
Fuller & Story,	Norwich	Treadwell & Rider,	Danbury
Hall, James P.	Hartford	Wilson, Chas. & Co.,	New Haven
Hill, James H.	New London	Wilson, O. E.	Norwalk

Fire Association, Philadelphia, Penn.

Andrew, Charles N.	Willimantic	Layton, J. M.	South Norwalk
Atwater, Wm. C.	Birmingham	Learned, J. C. & Sons,	New London
Bishop, C. B.	Litchfield	Marvin, John W.	Deep River
Camp, F. E.	Middletown	North, J. G. & J. C.	New Haven
Chapman, Silas, Jr.,	Hartford	Packer, Thos. E. & Co.,	Mystic Bridge
Chesebro, C. H.	Putnam	Parker, John F.	Norwich
Cone, W. A.	East Haddam	Peck, Miles Lewis	Bristol
Cowles, E. B.	Meriden	Russell, Benj. A.	Greenwich
Cowles & Merrill,	Norwalk	Smith & Root,	Waterbury
Ely, James & F. E.	Thompsonville	Todd, C. A.	New Milford
Goodsell, McNeil & Co.,	Bridgeport	Walker & Parsons,	New Britain
Griswold & Pierre,	Winsted	White, Wm. N.	Stamford

Fireman's Fund, San Francisco, Cal.

Adams, A. B. & Co.,	Willimantic	Hall, Erwin D.	Meriden
Bartlett, Egbert	Ansonia	Jones, Timothy	Danbury
Bowers, C. B. & Son,	New Haven	Marsh, Merwin & Lemmon,	Bridgeport
Bradley, Jared C.	New Haven	Peters, M. M.	New London
Brainard, David	Thompsonville	Randall, Geo. W.	Rockville
Butler & Hatch,	New Britain	Smith & Root,	Waterbury
Breckenbridge, W. J.	Middletown	Taft, Fred. A.	Stamford
Cameron, Chas.	Greenwich	Taylor & Golden,	So. Norwalk
Chapman, Silas, Jr.,	Hartford	Treadway & Stevens,	Bristol
Cowles & Merrill,	Norwalk	Williams, Jerome F. & Son,	N. London

Firemen's, Newark, N. J.

Bishop & Taylor,	Stamford	Robinson, Henry M.	Danbury
Greene, Wm. P., Jr.,	Norwich	Scribner, H. H.	Bridgeport
Heller, Moses,	New Haven	Stevens, A. L.	Meriden
Lockwood, Wm.	Norwalk	Walker, W. F.	New Britain
Lawrence, Gordon B.	Waterbury	Webster & Moore,	Hartford
Lord, Reuben, Jr.,	New London	Wilson, Chas. & Co.,	New Haven

First National, Worcester, Mass.

Name,	Residence.	Name.	Residence.
Cannon, H. L. & J. S.	New Haven	Cowles, E. B.	Meriden

Fitchburg Mutual, Fitchburg, Mass.

Andross, W. W.	Rockville	Humphrey, J. D.	New Britain
Bissell, Francis	Bantam	Lester, W. A.	Providence, R. I.
Bronson, Casimir H.	Waterbury	Wilson, Chas. & Co.,	New Haven
Gillette, Ralph	Hartford		

Franklin, Philadelphia, Penn.

Bartlett, Egbert	Ansonia	Crofut, Sidney W.	Danielsonville
Birdseye, Thos. S.	Birmingham	Higby & De Forest,	Bridgeport
Brainard, David	Thompsonville	Kimball, C. C. & Co.,	Hartford
Broatch, J. C.	Middletown	Learned, J. C. & Sons,	New London
Bulkley, N. T.	Danbury	Marvin, John W.	Deep River
Clark, D. H.	Stamford	Morse, Gardner	New Haven
Coit, George D.	Norwich	Packer, Thos. E. & Co.,	Mystic River
Cowles, E. B.	Meriden	Smith & Root,	Waterbury
Cowles & Merrill,	Norwalk		

German American, New York, N. Y.

Andross, W. W.	Rockville	Hunt, Chas. K.	West Winsted
Banks, George W.	Georgetown	Jones, Timothy,	Danbury
Bacon & Guy,	Middletown	Kimball, C. C. & Co.,	Hartford
Bell, Harry	Stamford	Learned, J. C. & Sons,	New London
Benton, Darwin N.	Guilford	Lindley, J. L.	Ansonia
Birdseye, T. S.	Birmingham	Main, Walter A.	West Haven
Bishop, Chas. B.	Litchfield	Marsh, Merwin & Lemmon,	Bridgeport
Burleigh, C. A.	Mount Carmel	Mattoon, Burton H.	Watertown
Butler & Hatch,	New Britain	Pardee, Henry C.	Westville
Cannon & Burton,	New Haven	Peck, Miles Lewis	Bristol
Cowles, Edmund B.	Meriden	Royce, A. Irving	Norwich
Cowles & Merrill,	Norwalk	Smith & Root,	Waterbury
Dayton, Arthur H.	Naugatuck	Smith, Wm. H.	Plainville
Dudley, A. E. & Son,	New Haven	Soule & Staub,	New Milford
Gillett, Chas. S.	Cheshire	Vail, Herbert E.	Wallingford
Harwood, C. F.	Stafford Springs	Wilcoxon, A. A.	Stratford
Hoxie, J. H. & Son,	Mystic River	Woodman, Howard H.	Bethel

Germania, New York, N. Y.

Bacon & Guy,	Middletown	Morton, Albert	New Britain
Becker, F. C.	South Norwalk	Page, Benj.	Meriden
Carrington, Geo. M.	West Winsted	Smith & Root,	Waterbury
Chapman, Silas, Jr.,	Hartford	Staples, James & Co.,	Bridgeport
Craufurd, Robert B.	Norwalk	Sloan, J. T.	New Haven
Faulhaber, George J.	New Haven	Thayer, A. L.	Collinsville
Hoyt, Theodore	Danbury	Tilden, Chester	Willimantic
Hull, A. E.	Ansonia	Volkman, Henry & Son,	Torrington
Jordan, H. A.	West Ansonia	Weaver, H. C.	New London
Laubscher, C. H.	Rockville	White, W. N.	Stamford
Lauth, J. G.	New Haven		

Girard, Philadelphia, Penn.

Name.	Residence.	Name.	Residence.
Cowles & Eldridge,	Norfolk	Platt, Luther S.	Naugatuck
Fuller & Story,	Norwich	Scribner, H. H.	Bridgeport
Gillett, Ralph,	Hartford	Stevens, Anson L.	Meriden
Hemingway, John	Southington	Thompson, Cleveland S.	New Haven
Hill, J. H.	New London	Tilden, Chester	Willimantic
Hoyt, Frank H.	Stamford	Walker & Parsons,	New Britain
Hull, Albert E.	Ansonia	Wilson, Oliver E.	Norwalk
Judd, George E.	Waterbury		

Glens Falls, N. Y.

Ambler, Chas. A.	Norwalk	Lathrop, J. L. & Son,	Norwich
Atwater, Wm. C.	Birmingham	Layton, Jacob M.	South Norwalk
Begent, Louis S.	Stamford	Parsons, G. S. & Co.,	Waterbury
Brown & Peckham,	Willimantic	Raymond, Josiah,	Westport
Butler & Hatch,	New Britain	Ryan, John	Waterbury
Butler, Dale D.	Middletown	Squire, Wilbur H. & Co.,	Meriden
Catlin, Lyman S.	Bridgeport	Thompson, C. S.	New Haven
Daboll, E. V.	New London	Treadwell & Ryder,	Danbury
Gillett, Ralph	Hartford		

Granite State, Portsmouth, N. H.

Anderson, J. S.	Stonington	Mead, W. C.	Bridgeport
Butler & Hatch,	New Britain	Peters, M. M.	New London
Conklin, H. W.	Hartford	Stevens, A. L.	Meriden
De Forest, G. L. & Co.,	Birmingham	Tilden, Chester	Willimantic
Dudley, A. E. & Son,	New Haven	Treadwell & Ryder,	Danbury
Gorman, Richard	Putnam	Wilson, Chas. & Co.,	New Haven
Lathrop, J. L. & Son,	Norwich		

Greenwich, New York, N. Y.

McNeil, V. F. & Co.,	New Haven	Treadwell, E. E.	Danbury
Noble, John F.	Bridgeport		

Guarantee Company of North America, Montreal, D. of C.

Conklin, H. W.	Hartford	Gregerson, Geo. W., gen. agt.,	Boston

Guardian, London.

Atwater, Wm. C.	Birmingham	Hoyt, Theodore	Danbury
Baker, Wm. E.	Hartford	Humphrey, John D.	New Britain
Bartlett, Egbert	Ansonia	Learned, B. P.	Norwich
Beecher, S. G. & Son,	New Milford	Peck, Miles Lewis	Bristol
Bowers, C. B.	New Haven	Platt, L. S.	Naugatuck
Butler, Dale D.	Middletown	Smith & Root,	Waterbury
Cameron, Chas.	Greenwich	Sperry & Kimberley,	New Haven
Catlin, Lyman S.	Bridgeport	Taff, Fred A.	Stamford
Cowles, E. B.	Meriden	Taintor, E. M.	Middletown
Hanrahan, Daniel	Stamford	Wilson, Oliver E.	Norwalk
Hill, James H.	New London		

Hamburg-Bremen, Hamburg, Germany.

Atwater, Wm. C.	Birmingham	Schlegel, Wm. J.	Waterbury
Coit, Geo. D.	Norwich	Schwab, Joseph	Hartford
Cowles, E. B.	Meriden	Scribner, H. H.	Bridgeport
Jost, Gustav A.	New Britain	Taylor & Golden,	South Norwalk
Learned, J. C. & Sons,	New London	Thompson, C. S.	New Haven

Hanover, New York, N. Y.

Name.	Residence.	Name.	Residence.
Bigelow & Stevens,	Bristol	Learned, B. P.	Norwich
Bill, Arthur G. & Co.,	Danielsonville	Mead, Melville E.	Darien
Birdseye, Thomas S.	Birmingham	Northrop, Amos S.	New Canaan
Brooks, Isaac W.	Torrington	Page, Benjamin	Meriden
Bowen, A. J.	Willimantic	Russell, B. A.	Greenwich
Burton, Franklin	Ansonia	Sage, John H.	Portland
Butler & Hatch,	New Britain	Staples, James & Co.,	Bridgeport
Butler, Dale D.	Middletown	Stoughton, George H.	Thomaston
Carrington, Geo. M.	West Winsted	Taylor & Golden,	South Norwalk
Chapman, Silas, Jr.,	Hartford	Treadway & Stevens,	Bristol
Cone, Wm. A.	East Haddam	Warren, H. C.	New Haven
Dunn, M. L.	Stamford	Welton, N. J.	Waterbury
Edgar, Thos.	New London	Wilson, Oliver E.	Norwalk
Green, M. S.	Westerly, R. I.		

Holyoke Mutual, Salem, Mass.

Adams, A. B. & Co.,	Willimantic	Fuller, Wm. H.	Suffield
Bacon & Guy,	Middletown	Gillett, Ralph	Hartford
Bartram & Prindle,	Bridgeport	Grant, O. B.	Stonington
Butler & Hatch,	New Britain	Lawrence, Gordon B.	Waterbury
Chandler, J. W.	Stafford Springs	Lloyd, George	Danielsonville
Cowles, Edmund B.	Meriden	Stickney, J. N.	Rockville
Daboll, Elisha V.	New London	Weld & Son,	New Haven

Home, New York, N. Y.

Bacon & Guy,	Middletown	Learned, B. P.	Norwich
Baker, A. A.	Colchester	Lindley, John L.	Ansonia
Baker, H. A.	Montville	Marsh, Merwin & Lemmon,	Bridgeport
Baker, W. E.	Hartford	Martin, R. B.	Woodbury
Baldwin, C. E.	West Cornwall	Morse, Gardner	New Haven
Brooks, Isaac W.	Torrington	Packer, Thos. E. & Co.,	Mystic Bridge
Brotherton, Wm. H.	Milford	Peck, Miles Lewis	Bristol
Butler & Hatch,	New Britain	Perkins, Asa, 2d,	Groton
Clark, D. H.	Stamford	Perry, Henry H.	Southport
Codding, S. N.	Collinsville	Raymond, Josiah	Westport
Cone, W. A.	East Haddam	Rich, George F.	Manchester
Cowles & Merrill,	Norwalk	Roraback, A. T. & M.	Canaan
Crofut, Sidney W.	Danielsonville	Rowley & Baker,	Sharon
Daboll, E. V.	New London	Smith, Franklin	Hazardville
Dickenson, Geo. W.	Essex	Smith & Root,	Waterbury
Fuller, L. H.	Putnam	Spooner, E. T.	Warehouse Point
Fuller, W. H.	Suffield	Squire, W. H. & Co.,	Meriden
Hall, Wm. M.	Wallingford	Stickney, J. N.	Rockville
Harwood, C. F.	Stafford Springs	Todd, C. A.	New Milford
Hayden, J. H. & Son,	Windsor Locks	Topliff, H. P.	South Coventry
Hemmingway, John	Southington	Treadwell, L. P.	Danbury
Hitchcock & Taft,	Unionville	Trumbull, H. N.	Stonington
Hunt, Chas. K.	West Winsted	Walden, John L.	Willimantic
Isbell, Edward E.	Branford	Wellman, Henry L.	Clinton
Jewell & Dempsey,	New Hartford	Woodman, H. H.	Bethel

Imperial, London, England.

Daboll, Elisha V.	New London	Parker, John F.	Norwich
Gorman, Richard	Putnam	Smith & Root,	Waterbury
Griswold & Pierre,	Winsted	Sperry & Kimberly,	New Haven
Hitchcock & Taft,	Unionville	Squire, W. H. & Co.	Meriden
Kimball, C. C. & Co.,	Hartford	Staples, James & Co.,	Bridgeport
Layton, Jacob M.	South Norwalk	White, Wm. N.	Stamford
Lindley, John L.	Ansonia		

Insurance Company of North America, Philadelphia, Penn.

Name.	Residence.	Name.	Residence.
Adams, A. B. & Co.,	Willimantic	Learned, J. C. & Sons,	New London
Allen, Anson J.	New Hartford	Leonard, Joseph E.	Jewett City
Beardsley, Geo. L.	Birmingham	Lindley, John L.	Ansonia
Bell, Harry	Stamford	Marsh, Merwin & Lemmon,	Bridgeport
Bowers, Caleb B. & Son,	New Haven	Marvin, John W.	Deep River
Brooks, Isaac W.	Torrington	North, J. G. & J. C.	New Haven
Brown, Thos. S.	East Hampton	Packer, T. E. & Co.,	Mystic Bridge
Butler & Hatch,	New Britain	Rich, Geo. F.	South Manchester
Butler, Dale D.	Middletown	Roraback, A. T. & M.	Canaan
Chesebro, Chas. H.	Putnam	Russell, B. A.	Greenwich
Clarke, Abel F.	Sandy Hook	Sage, John H.	Portland
Crofut, Sidney W.	Danielsonville	Smith, Franklin	Hazardville
Cowles & Merrill,	Norwalk	Smith & Root,	Waterbury
Dickinson, Geo. W.	Essex	Spencer, Alfred, Jr.,	Suffield
Gillett, Salmon C.	Colchester	Spooner, E. T.	Warehouse Point
Harwood, C. F.	Stafford Springs	Squire, W. H. & Co.,	Meriden
Hemingway, John	Southington	Taylor & Golden,	South Norwalk
Hitchcock & Taft,	Unionville	Thayer, A. L.	Collinsville
Hull, John H.	Westport	Thomas, Edson	Thomaston
Hunt, Chas. K.	West Winsted	Todd, Cyrus A.	New Milford
Jones, Timothy	Danbury	Topliff, H. P.	South Coventry
Kimball, C.C. & Co., Gen. Agts., Hartf'd		Treadway & Stevens,	Bristol
Learned, Bela P.	Norwich		

Insurance Company of the State of Pennsylvania, Philadelphia, Penn.

Andrew, Charles N.	Willimantic	Learned, Bela P.	Norwich
Bell, Harry,	Stamford	McLean, Geo. L.	Rockville
Fairchild, A. B.	Bridgeport	McWeeney, John	Meriden
Kimball, C.C & Co., Gen. Agts , Hartf'd		Williams, Samuel P.	Waterbury
Layton, Jacob M.	South Norwalk	Wilson, Chas. & Co.,	New Haven

Jersey City, N. J.

Anderson, Jerome S.	Stonington	Lathrop, J. L. & Son,	Norwich
Braddock, C. S.	New London	Lawton, Michael W.	Middletown
Brooks, Isaac W.	Torrington	Mattoon, B. H.	Waterbury
Craufurd, Robert B.	Norwalk	Quien, Christian,	Danbury
Curtis, Fred. L.	Sandy Hook	Reed, John B., Jr.,	Stamford
Dillingham, E. B.	Hartford	Strong, Phineas R.	Colchester
Fairchild, A. B.	Bridgeport	Sweeney, James E.	Naugatuck
Gorman, Richard	Putnam	Terrell, Wales	Ansonia
Humphrey, John D.	New Britain	Thompson, Cleveland S.	New Haven
Judd, George E.	Waterbury	Walden, John L.	Willimantic

Lancashire, Manchester, England.

Adams, A. B. & Co.,	Willimantic	Dayton, John	Greenwich
Atwater, Wm. C.	Birmingham	Hoxie, J. H. & Son,	Mystic River
Baker, Wm. E.	Hartford	Learned, B. P.	Norwich
Bartlett, Egbert	Ansonia	Page, Benjamin	Meriden
Butler, Dale D.	Middletown	Peck, Miles Lewis	Bristol
Butler & Hatch,	New Britain	Raymond, Josiah	Westport
Cannon & Burton,	New Haven	Smith & Root,	Waterbury
Carrington, Geo. M.	West Winsted	Stickney, J. N.	Rockville
Catlin, Lyman S.	Bridgeport	Taylor & Golden,	South Norwalk
Chesebro, C. H.	Putnam	Todd, Cyrus A.	New Milford
Clark, D. H.	Stamford	Tweedy, John,	Danbury
Coolidge & Lockwood,	Norwalk	Weaver, H. C.	New London
Danielson, S. D.	Danielsonville		

Liberty, New York, N. Y.

Name.	Residence.	Name.	Residence.
Atwater, Wm. C.	Birmingham	Mason, Carlos V.	Bristol
Brotherton, Wm. B.	Milford	Parsons, G. S. & Co.	Waterbury
Dickinson, L. A.	Hartford	Royce, A. Irving	Norwich
Edgar, Thomas.	New London	Sperry & Kimberly,	New Haven
Layton, Jacob M.	South Norwalk	Squire, Wilbur H.	Meriden
Lockwood, Wm.	Norwalk	Taff, Fred A.	Stamford
Marsh, Merwin & Lemmon,	Bridgeport	Walden, John L.	Willimantic

Lion, London, England.

Bennett, M., Jr., manager,	Hartford	Layton, Jacob M.	South Norwalk
Braddock, Chas. S.	New London	Loomer, Silas F. & Co.,	Willimantic
Brewster, Jas. H., asst. mg'r,	Hartford	Markley, Philip J.	New Britain
Clark, D. H.	Stamford	Stevens, A. L.	Meriden
Fisher, Geo. B.	Hartford	Thompson, C. S.	New Haven
Goodsell, Zalmon	Bridgeport	Williams, Samuel P.	Waterbury
Hoyt, Theodore	Danbury		

Liverpool and London and Globe, Liverpool, England.

Andrews, Edward C.	Cheshire	Hill, Trowbridge & Co.,	New Haven
Atwater, Wm. C.	Birmingham	Hitchcock & Taft,	Unionville
Baker, W. E.	Hartford	Hoyt, Frank H.	Stamford
Bill, Arthur G. & Co.,	Danielsonville	Hoyt, Theodore,	Danbury
Butler & Hatch,	New Britain	Isbell, Edward E.	Branford
Butler, Dale D.	Middletown	Learned, J. C. & Sons,	New London
Chesebro, Chas. H.	Putnam	North, J. G. & J. C.	New Haven
Cowles, Edmund B.	Meriden	Royce, A. Irving	Norwich
Cowles & Merrill,	Norwalk	Smith & Root,	Waterbury
Edwards, George P.	Collinsville	Spooner, E. T.	Warehouse Point
Griswold & Pierre,	Winsted	Stickney, John N.	Rockville
Hemingway, John	Southington	Treadway & Stevens,	Bristol
Higby & De Forest,	Bridgeport	Walden, John L.	Willimantic

Lloyds Plate Glass, New York, N. Y.

Atwater, Wm. C.	Birmingham	Otis, A. L.	Meriden
Bartlett, Egbert	West Ansonia	Page, Benj.	Meriden
Beecher, S. G. & Son,	Meriden	Rogers, Wm. H.	Hartford
Bissell, Francis,	Litchfield	Russell, B. A.	Greenwich
Brooks, Isaac W.	Torrington	Staples, James & Co.	Bridgeport
Butler & Hatch,	New Britain	Taylor & Golden,	South Norwalk
Chesebro, Chas. H.	Putnam	Terrill, Wales	Ansonia
Clark, D. H.	Stamford	Thompson, C. S.	New Haven
Coolidge & Lockwood,	Norwalk	Trumbull, H. N.	Stonington
Crofut, H. L.	Danbury	Weaver, Henry C.	New London
Goodsell, McNeil & Co.	Bridgeport	Williams, Jerome F. & Son,	Norwich
Hunt, Chas. K.	Winsted	Wilson, Perry P.	Putnam
Jones, J. G.	Waterbury		

London, London, England.

Anderson, Jerome S.	Stonington	Jones, John G.	Waterbury
Atwater, Wm. C.	Birmingham	Layton, Jacob M.	South Norwalk
Bartlett, Egbert	Ansonia	Marsh, Merwin & Lemmon,	Bridgeport
Bowers, Caleb B. & Son,	New Haven	Morse, Wm. J.	Wallingford
Butler, Dale D.	Middletown	Page, Benj.	West Meriden
Butler & Hatch,	New Britain	Ralli, Pandia C.	Riverside
Chapman, Silas, Jr.,	Hartford	Robinson, Henry M.	Danbury
Cowles & Merrill,	Norwalk	Royce, A. Irving	Norwich
Daboll, E. V.	New London	Sperry & Kimberly,	New Haven
Flint, Henry H.	Willimantic	Todd, Cyrus A.	New Milford
Griswold & Pierre,	Winsted	White, Elbert S.	Stamford

London and Lancashire, Liverpool, England.

Name.	Residence.	Name.	Residence.
Atwater, Wm. C.	Birmingham	Morse, Gardner	New Haven
Bulkley, Nathan T.	Danbury	Peck, Miles Lewis	Bristol
Butler & Hateh,	New Britain	Simons, W. N.	Meriden
Chase, D. W.	Middletown	Smith & Root,	Waterbury
Cowles & Merrill,	Norwalk	Squire, Wm. H. & Co.,	Meriden
Fuller & Story,	Norwich	Walker & Parsons,	New Britain
Hill, Jas. H.	New London	Warren, H. C.	New Haven
Hoyt, Frank H.	Stamford	Webster & Moore,	Hartford
Mead, M. E.	Darien	Wilson, Chas. & Co.,	New Haven
Mead, Wm. C.	Bridgeport		

Long Island, Brooklyn, N. Y.

Bell, Harry	Stamford	Mason, Carlos V.	Bristol
Bishop, Chas. B.	Litchfield	McNeil, N. A. & Co.,	Lime Rock
Butler & Hateh,	New Britain	MeNeil, V. F. & Co.,	New Haven
Fairchild, Eliud W.	Bridgeport	Osborn, Stephen O.	Bridgeport
Goodsell, Granville W.	Bridgeport	Smith, Wm. H.	New Britain
Goodsell, McNeil & Co.,	Bridgeport	Taylor & Golden,	So. Norwalk
Hartshorn, J. W.	New London	Terrill, Wales	Ansonia
Judd, Geo. E.	Waterbury	Treadwell & Ryder,	Danbury
Martin, F. G.	New Haven	Webster & Moore,	Hartford

Marine, London, England.

Kimball, C. C. & Co., Hartford.

Merchants, Newark, N. J.

Allen, Charles I.	Bethel	Goodsell, McNeil & Co.,	Bridgeport
Andrew, Charles N.	Willimantic	Hunt, Charles K.	Winsted
Atwater, W. C.	Birmingham	Layton, Jacob M.	South Norwalk
Butler & Hateh,	New Britain	Lloyd, George	Danielsonville
Camp, F. E.	Middletown	Mason, Carlos V.	Bristol
Cannon & Burton,	New Haven	North, John G.	Milford
Catlin, Lyman S.	Bridgeport	Treadwell & Ryder,	Danbury
Coolidge & Loekwood,	Norwalk	Soule & Staub,	New Milford
Cowles, E. B.	Meriden	Taylor & Golden,	South Norwalk
Daboll, Elisha V.	New London	Webster & Moore,	Hartford
Fuller, Lueius H.	Putnam	White, Wm. N.	Stamford
Fuller & Story,	Norwieh	Wilson, Charles & Co.,	New Haven

Merchants, Providence, R. I.

Bowen, A. J.	Willimantic	Mildeberger, H. D.	New London
Butler, Dale D.	Middletown	Page, Benj.	Meriden
Conklin, H. W.	Hartford	Smith & Root,	Waterbury
Fuller & Story,	Norwieh	Stickney, J. N.	Rockville
Goodsell, MeNeil & Co.,	Bridgeport	Walker & Parsons,	New Britain
Hall, Wm. M.	Wallingford	Warren, H. C.	New Haven

Merchants and Farmers Mutual, Worcester, Mass.

Bentley, S. H.	Mystic	Fuller, Wm. H.	Suffield
Birdseye, T. S.	Birmingham	Fuller & Story,	Norwich
Buell & Willard,	Colchester	Gillett, Ralph	Hartford
Crofut, Sidney W.	Danielsonville	Osborne & Priee,	Hartford
Disbrow, W. E.	Bridgeport	Stiekney, J. N.	Rockville
Fuller, L. H.	Putnam	Tourtelotte, Oscar,	No. Grosvenordale
Fuller, L. S.	Tolland	Wilson, Chas. & Co.,	New Haven

Metropolitan Plate Glass, New York, N. Y.

Name.	Residence.	Name.	Residence.
Bacon & Guy,	Middletown	Squire, Wilbur H.	Meriden
Bell, Harry	Stamford	Terry, Silas B.	Waterbury
Chapman, Silas, Jr.,	Hartford	Todd, C. A.	New Milford
Coolidge & Lockwood,	Norwalk	Treadwell, E. E.	Danbury
De Forest, G. L. & Co.,	Birmingham	Valentine, H. M.	Greenwich
Fuller & Story,	Norwich	Walker & Parsons,	New Britain
Layton, J. M.	So. Norwalk	Warren, H. C.	New Haven
Lindley, John	Ansonia	Weaver, H. C.	New London
Noble, J. F.	Bridgeport	Welton, Nelson J.	Waterbury
Smith & McNeil,	New Britain		

Michigan Fire and Marine, Detroit, Mich.

Bronson, Casimir H.	Waterbury	Quien, Christian	Danbury
Coolidge & Lockwood,	Norwalk	Walker & Parsons,	New Britain
Goodsell, Zalmon	Bridgeport	Webster & Moore,	Hartford
Murphy, Dennis K.	Meriden	Wilson, Chas. & Co.,	New Haven

Milwaukee Mechanics, Milwaukee, Wis.

Barber, Chas. H.	Bridgeport	Perkins, E. R.	Waterbury
Bronson, Casimir H.	Waterbury	Pierpont, James B.	New Britain
Coolidge & Lockwood,	Norwalk	Quien, Christian	Danbury
De Forest & Pavey,	Birmingham	Walker & Parsons,	New Britain
Goodsell, Zalmon	Bridgeport	Webster & Moore,	Hartford
Murphy, Dennis K.	Meriden	Wilson, Chas. & Co.,	New Haven
Norton, Henry	New Britain		

Newark, Newark, N. J.

Dillingham, E. B.	Hartford	Layton, J. M.	South Norwalk
Emery, Jacob]	New Haven	Oviatt, S. B.	New Haven
Lawrence, G. B.	Waterbury	Wilson, Chas. & Co.,	New Haven

New Hampshire, Manchester, N. H.

Andross, W. W.	Rockville	Jones, J. G.	Waterbury
Atwater, Wm. C.	Birmingham	Layton, Jacob M.	South Norwalk
Bacon & Guy,	Middletown	Lineburg, Wm. G. & Son,	Bridgeport
Bennett, Martin, Jr.,	Hartford	Loomer, Silas F. & Co.,	Willimantic
Braddock, C. S.	New London	Page, Benj.	West Meriden
Bulkley, N. T.	Danbury	Taff, Fred. A.	Stamford
Dickinson, L. A.	Hartford	Williams, Jerome F. & Son,	Norwich
Goodsell, Granville W.	Bridgeport	Wilson, O. E.	Norwalk
Humphrey, J. D.	New Britain	Wilson, Charles & Co.,	New Haven

New York Bowery, New York, N. Y.

Bronson, Casimir H.	Waterbury	McNeil, N. A. & Co.,	Lime Rock
Coolidge & Lockwood,	Norwalk	Murphy, D. K.	Meriden
Fairchild, Eliud W.	Bridgeport	Niles, Wm. P.	New Haven
Goodsell, G. W.	Bridgeport	Webster & Moore,	Hartford
Goodsell, McNeil & Co.,	Bridgeport	Williams, J. F. & Son,	Norwich
Humphrey, J. D.	New Britain	Wilson, Chas. & Co.,	New Haven

Niagara, New York, N. Y.

Name.	Residence.	Name.	Residence.
Allen, Chas I.	Bethel	Hurd, Saml. A.	Birmingham
Andross, W. W.	Rockville	Jewell, F. A.	New Hartford
Baker, Henry A.	Montville	Layton, Jacob M.	South Norwalk
Beecher, S. G. & Son,	New Milford	Loomer, Silas F. & Co.,	Willimantic
Bell, Harry	Stamford	Mason, C. V.	Bristol
Bishop, C. B.	Litchfield	Mead, Melville E.	Darien
Brooks, Isaac W.	Torrington	McNeil, N. A. & Co.,	Lime Rock
Brotherton, Wm. B.	Milford	Norton, Omer E.	Hotchkissville
Bull, Geo R. & Co.,	Kent	Palmer, Geo.	Branford
Butler & Hatch,	New Britain	Purdy, Horace & Son,	Danbury
Camp, Lewis A.	Seymour	Raymond, Josiah,	Westport
Cannon & Burton.	New Haven	Royce, A. Irving	Norwich
Carrington, Geo. M.	Winsted	Russell, B. A.	Greenwich
Chapman, Silas, Jr.,	Hartford	Smith & Root,	Waterbury
Cone, Wm. A.	East Haddam	Soule & Staub,	New Milford
Converse, A. W.	Windsor Locks	Staples, James & Co.,	Bridgeport
Cowles, E. B.	West Meriden	Taylor & Golden,	South Norwalk
Edgar, Thomas	New London	Thomas, Eph.	Rowayton
Fuller, L. H.	Putnam	Thompson, John W.	Stratford
Gillette, Salmon C.	Colchester	Treadwell & Ryder,	Danbury
Hall, Wm. M.	Wallingford	Wilcox, W. J.	Cornwall
Harwood, Chas. F.	Stafford Springs	Wilson, Charles & Co.,	New Haven
Hubbard, E. N.	Middletown	Wilson, O. E.	Norwalk
Hoxie, J. H. & Son,	Mystic River		

North American, Boston, Mass.

Conklin, H. W.	Hartford	Humphrey, J. D.	New Britain
Goodsell, Zalmon	Bridgeport	Sperry & Kimberly,	New Haven

North British and Mercantile, London, England.

Adams, A. B. & Co.,	Willimantic	Layton, Jacob M.	So. Norwalk
Anderson, J. S.	Stonington	Learned, J. C. & Sons,	New London
Atwater, Wm. C	Birmingham	Marsh, J. H.	Westville
Bacon & Guy,	Middletown	Marsh, Merwin & Lemmon,	Bridgeport
Bartlett, Egbert	Ansonia	Marvin, John W.	Deep River
Beach, Willis J.	Litchfield	Osborn & Price,	South Windsor
Bell, Harry	Stamford	Packer, Thos. E. & Co.,	Mystic River
Butler & Hatch,	New Britain	Parker, John F.	Norwich
Converse, A. W.	Windsor Locks	Peck, Miles Lewis	Bristol
Cowles, Edmund B.	Meriden	Perry, Henry H.	Southport
Cowles & Merrill,	Norwalk	Perry, Oliver F.	Collinsville
Ely, J. & F. E.	Thompsonville	Scranton, C. E.	Madison
Griswold & Pierre,	Winsted	Smith & Root,	Waterbury
Hart, Joseph C.	Hartford	Spencer, Alfred, Jr.,	Suffield
Harwood, Chas. F.	Stafford Springs	Spooner, E. T.	Warehouse Point
Higby, Jas. T.	Milford	Stickney, John N.	Rockville
Hoyt, Theodore	Danbury	Thompson, Cleveland S.	New Haven
Hull, John H.	Westport		

Northern, London, England.

Name.	Residence.	Name.	Residence.
Atwater, Wm. C.	Birmingham	Griswold & Pierre,	Winsted
Begent, L. S.	Stamford	Kimball, C. C. & Co.,	Hartford
Bissell, Francis	Litchfield	Lindley. John L.	Ansonia
Braddock, Chas. S.	New London	Mason, C. V.	Bristol
Brown, John C.	Willimantic	Morrell & L'Homidieu,	So. Norwalk
Bulkley, Nathan T.	Danbury	Parker, John F.	Norwich
Butler & Hatch,	New Britain	Parson, G. S. & Co.,	Waterbury
Carmody, M. F.	Waterbury	Scott, Hiram K.	Ridgefield
Craufurd, Robert B.	Norwalk	Staples, James & Co.,	Bridgeport
Cowles, E. B.	Meriden	Thayer & Perry,	Collinsville
Crofut, Sidney W.	Danielsonville	Wilson, Chas. & Co.,	New Haven
Fagan, Nicholas V.	Middletown		

Northwestern National, Milwaukee, Wis.

Cannon & Burton,	New Haven	Staples, James & Co.,	Bridgeport
Chapman, Silas, Jr.,	Hartford	Treadwell & Ryder,	Danbury

Norwich Union, Norwich, England.

Atwater, Wm. C.	Birmingham	Hoyt, Theodore	Danbury
Bacon & Guy,	Middletown	Judd, Geo. E.	Waterbury
Buel, Roxana	Clinton	Layton, Jacob M.	South Norwalk
Butler & Hatch,	New Britain	Lockwood, Wm.	Norwalk
Catlin, Lyman S.	Bridgeport	Mason, C. V.	Bristol
Chesebro, Charles H.	Putnam	Palmer, Geo.	Branford
Crofut, Sidney W.	Danielsonville	Raymond, Josiah	Westport
Edgar, Thos.	New London	Russell, Benj. A.	Greenwich
Griswold & Pierre,	Winsted	Squire, Wilbur H.	Meriden
Hart, Joseph C.	Hartford	Taff, Fred A.	Stamford
Hitchcock & Taft,	Unionville	Tarrant, Nicholas	Norwich
Hoxie, J. H. & Son,	Mystic River	Thompson, Cleveland S.	New Haven

Pacific, New York, N. Y.

Bradley, Jared C.	New Haven	Lindley, John L.	Ansonia
Blackman, Henry L.	Bridgeport	Lyon, Louis H.	Bridgeport
Bronson, Casimir H.	Waterbury	Murphy, Dennis K.	Meriden
Catlin, Lyman S.	Bridgeport	Osborn, Stephen C.	Bridgeport
Daboll, Elisha V.	New London	Quien, Christian	Danbury
Fuller & Hoyt,	New Milford	Webster & Moore,	Hartford
Goodsell, Granville W.	Bridgeport	Wilson, Chas. & Co.,	New Haven

Pennsylvania, Philadelphia, Penn.

Adams, A. B. & Co.,	Willimantic	Hubbard, Henry A.	Stamford
Allen, B. Rowland	Hartford	Learned, J. C. & Sons,	New London
Bill, Arthur G.	Danielsonville	Neiley, George	Hartford
Bishop, Frank	Jewett City	North, J. G. & J. C.	New Haven
Butler, Dale D.	Middletown	Packer, Thos. E. & Co.,	Mystic Bridge
Cowles & Merrill,	Norwalk	Smith & Root,	Waterbury
DeForest, G. L. & Co.,	Birmingham	Smith, Wm. H.	Plainville
Fuller & Story,	Norwich	Staples, James & Co.,	Bridgeport
Howard, Alvarado	Stafford Springs	Walker & Parsons,	New Britain
Hoyt, Theodore	Danbury		

People's, Manchester, N. H.

Name.	Residence.	Name.	Residence.
Andrew, C. N.	Willimantic	Merwin, J. J. & Son,	Poquonock
Atwater, Wm. C.	Birmingham	Peters, Melvin M.	New London
Baker, Henry A.	Montville	Randall, George W.	Rockville
Butler, Dale D.	Middletown	Sheffield, Thos. D.	Paweatuek
Dudley, A. E. & Son,	New Haven	Smith, Wm. H.	Plainville
Fuller & Story,	Norwich	Stevens, A. L.	Meriden
Gorman, Richard	Putnam	Todd, Cyrus A.	New Milford
Knapp, S. H. & Co.,	Danbury	Webster & Moore,	Hartford
Marvin, J. W.	Deep River	Weld, F. H. & Son,	New Haven
Mason, C. L.	New Britain	Wilson, O. E.	Norwalk
Mead, W. C.	Bridgeport		

People's, New York, N. Y.

Bowers, Caleb B.	New Haven	Preston, Chas. W.	Hartford
Noble, John F.	Bridgeport		

Phenix, Brooklyn, N. Y.

Adams, A. B. & Co.,	Willimantic	Hunt, Chas. K.	West Winsted
Bartlett, Egbert	Ansonia	Kimball, C. C. & Co.,	Hartford
Bentley & Pendleton,	Stonington	Marsh, Merwin & Lemmon,	Bridgeport
Bentley, Samuel H.	Mystic	Mead, Melville E.	Darien
Bigelow & Stevens,	Danbury	Norton, Omer E.	Hotchkissville
Bradley, Henry	Seymour	Raymond, Josiah	Westport
Butler & Hatch,	New Britain	Roraback, Willard A.	Torrington
Butler, Dale D.	Middletown	Russell, B. A.	Greenwich
Chesebro, C. H.	Putnam	Smith, Wm. H.	Plainville
Coit, George D.	Norwich	Smith & Root,	Waterbury
Cowles, Edmund B.	Meriden	St. John, S. Y.	New Canaan
Crofut, Sidney W.	Danielsonville	Taff, Fred. A.	Stamford
Edgar, Thomas	New London	Warren, Herbert C.	New Haven
Hall, Wm. H.	Wallingford	Wilson, Oliver E.	Norwalk
Hemingway, John	Southington	Woodman, Howard H.	Bethel

Phœnix, London, England.

Butler, Dale D.	Middletown	Peters, Melville M.	New London
Butler & Hatch,	New Britain	Raymond, Josiah	Westport
Catlin, Lyman S.	Bridgeport	Squire, W. H. & Co.,	Meriden
Chapman, Silas, Jr.,	Hartford	Taff, Fred. A.	Stamford
Chesebro, Chas. H.	Putnam	Thompson, C. S.	New Haven
Flynn, Joseph C.	Naugatuck	Walden, John L.	Willimantic
Hanrahan, Daniel	Stamford	Welton, Nelson J.	Waterbury
Hoyt, Theodore	Danbury	Williams, J. F. & Son,	Norwich
Hunt, Chas. K.	West Winsted	Wilson, Oliver E.	Norwalk

Providence Washington, Providence, R. I.

Name.	Residence.	Name.	Residence.
Bartram & Prindle,	Bridgeport	Hubbard, Edwin N.	Middletown
Bell, Harry	Stamford	Hurd, Samuel A.	Birmingham
Bigelow & Stevens,	Danbury	Isbell, Edward E.	Branford
Bishop, Chas. B.	Litchfield	Laubacher, C. H.	Rockville
Brotherton, Wm. B.	Milford	Learned, J. C. & Son,	New London
Butler & Hatch,	New Britain	Loomer, Silas F. & Co.,	Willimantic
Cameron, Charles	Greenwich	Lester, William A.	Plainfield
Coolidge & Lockwood,	Norwalk	Marvin, John W.	Deep River
Cowles, E. B.	Meriden	Mason, Carlos V.	Bristol
Fuller, W. H.	Suffield	Smith & Root,	Waterbury
Gorman, Richard	Putnam	Stedman, Edmund A.	Hartford
Green, Millen S.	Stonington	Taylor & Golden,	South Norwalk
Griswold & Pierre,	Winsted	Todd, C. A.	New Milford
Harwood, Chas. F.	Stafford Springs	Warren, Herbert C.	New Haven
Hitchcock & Taft,	Unionville	Williams, J. F. & Son,	Norwich

Queen, Liverpool, England.

Adams, A. B. & Co.,	Willimantic	Learned, J. C. & Sons,	New London
Atwater, Wm. C.	Birmingham	Marvin, John W.	Deep River
Bartlett, Egbert	Ansonia	Parker, John F.	Norwich
Bill, Arthur G.	Danielsonville	Peck, Miles Lewis	Bristol
Butler & Hatch,	New Britain	Raymond, Josiah	Westport
Butler, Dale D.	Middletown	Smith & Root,	Waterbury
Cameron, Charles	Greenwich	Squire, W. H. & Co.,	Meriden
Carrington, Geo. M.	West Winsted	Stickney, J. N. & Co.,	Rockville
Cowles & Merrill,	Norwalk	Taylor & Golden,	So. Norwalk
Hemingway, Chas. F.	East Haven	Trumbull, Horace N.	Stonington
Higby & DeForest,	Bridgeport	White, Wm N.	Stamford
Hyatt, C. E. & Co.,	Fairfield	Wilson, Charles & Co.,	New Haven
Kimball, C. C. & Co.,	Hartford		

Quincy Mutual, Quincy, Mass.

Andross, Wm. W.	Rockville	Lawrence, Gordon B.	Waterbury
Chandler, J. W.	Stafford Springs	Osborn & Price,	Hartford

Reading, Reading, Penn.

Callahan, Eugene A.	New Haven	Lawton, M. W.	Middletown
Chapman, Silas, Jr.,	Hartford	McWeaney, John	Meriden
Dougherty, Thomas F.	Stamford	Phelan Bros.	Bridgeport
Hanrahan, Daniel	Stamford	Roach, James C.	Wallingford

Reliance, Philadelphia, Penn.

Andrew, C. N.	Willimantic	Lord, Reuben, Jr.,	New London
Bartram & Prindle,	Bridgeport	McNeil V. F. & Co.,	New Haven
Conklin, H. W.	Hartford	Russell, F. R.	New Haven
Fowler, H. G.	New Britain	Squire, W. H. & Co.,	Meriden
Lawrence, G. B.	Waterbury		

Rochester German, Rochester, N. Y.

Cowles, E. B.	Meriden	Layton, J. M.	South Norwalk
Fisher, George B.	Hartford	Peters, M. M.	New London
Goodsell, Granville W.	Bridgeport	Williams, Jerome F. & Son,	Norwich
Jones, J. G.	Waterbury	Wilson, Charles & Co.,	New Haven

Royal, Liverpool, England.

Name.	Residence.	Name.	Residence.
Adams, A B. & Co.,	Willimantic	Hubbard, Henry A.	Stamford
Allen, B. Rowland	Hartford	Hunt, Charles K.	West Winsted
Atwater, William C.	Birmingham	Hoyt, Theodore	Danbury
Beecher, S. G. & Son,	New Milford	Neiley, George	Hartford
Bill, Arthur G.	Danielsonville	North, J. G. & J. C.	New Haven
Bishop, Frank	Jewett City	Packer, Thos. E. & Co.,	Mystic Bridge
Butler, Dale D.	Middletown	Ralli, Pandia C.	Riverside
Cameron, Charles	Greenwich	Smith & Root,	Waterbury
Cowles & Merrill,	Norwalk	Smith, Wm. H.	Plainville
Edgar, Thomas	New London	Squire, W. H. & Co.,	Meriden
Fuller & Story,	Norwich	Staples, James & Co ,	Bridgeport
Hall, Wm. M.	Wallingford	Treadway & Stevens,	Bristol
Howard, Alvarado	Stafford Springs	Walker & Parsons,	New Britain

Scottish Union and National, Edinburgh, Scotland.

Bennett, M. Jr., Manager,	Hartford	Layton, Jacob M.	South Norwalk
Breckenridge, W. J.	Middletown	Loomer, Silas F. & Co.,	Willimantic
Brewster, J. H., Asst. Mgr.,	Hartford	Markley, Phillip J.	New Britain
Cannon & Burton,	New Haven	Stevens, A. L.	Meriden
Daboll, Elisha V.	New London	Tarrant, Nicholas	Norwich
Fisher, George B.	Hartford	Thayer, Albert L.	Collinsville
Higby & DeForest,	Bridgeport	Williams, Samuel P.	Waterbury
Hoit, Theodore	Danbury		

Springfield, Springfield, Mass.

Adams, A. B. & Co.,	Willimantic	Cowles & Merrill,	Norwalk
Atwater, Wm. C.	Birmingham	Fuller & Story,	Norwich
Bacon & Guy,	Middletown	Fuller, Lucius H.	Putnam
Baker, Alden A.	Colchester	Harwood, Charles F.	Stafford Springs
Baker, H. A.	Montville	Hunt, Charles K.	West Winsted
Baker, William E.	Hartford	Learned, J. C. & Sons,	New London
Bell, Harry	Stamford	Lindley, John L.	Ansonia
Bill, Arthur G. & Co.,	Danielsonville	Marsh, Merwin & Lemmon,	Bridge'prt
Bishop, Charles B.	Litchfield	Packer, Thos. E. & Co.,	Mystic Bridge
Bissell, L. & Son,	Rockville	Peck, Miles Lewis	Bristol
Brainard, David	Thompsonville	Smith, Franklin	Hazardville
Brooks, Isaac W.	Torrington	Smith & Root,	Waterbury
Brooks, Thornton C.	Unionville	Spencer, Alfred, Jr.,	Suffield
Butler & Hatch,	New Britain	Spooner, Eugene T.	Warehouse Point
Cannon & Burton,	New Haven	Taylor & Golden,	So. Norwalk
Codding, S. N.	Collinsville	Todd, C. A.	New Milford
Cone, Wm. A.	East Haddam	Treadwell & Ryder,	Danbury
Cowles, E. B.	Meriden		

Spring Garden, Philadelphia, Penn.

Bartram & Prindle,	Bridgeport	Lockwood, Wm.	Norwalk
Goodsell, Zalmon	Bridgeport	Sperry & Kimberly,	New Haven
Hall, Erwin D.	Meriden		

Sun, London, England.

Name.	Residence.	Name.	Residence.
Atwater, Wm. C.	Birmingham	Layton, Jacob M.	South Norwalk
Bacon & Guy,	Middletown	Parson, G. S. & Co.,	Waterbury
Braddock, Charles S.	New London	Phelan Bros.,	Bridgeport
Carmody, M. F.	Waterbury	Purdy, Horace & Son,	Danbury
Chesebro, Charles F.	Putnam	Smith, William H.	New Britain
Cowles, Edmund B.	Meriden	Thompson, C. E.	West Haven
Craufurd, Robert B.	Norwalk	Walden, John L.	Willimantic
Fowler, H. G.	New Britain	Williams, Jerome F. & Son,	Norwich
Goodsell, McNeil & Co.,	Bridgeport	White, W. N.	Stamford
Kimball, C. C. & Co.,	Hartford	Wilson, Charles & Co.,	New Haven

Traders, Chicago, Ill.

Atwater, Wm. C.	Birmingham	Howard, Alvarado	Stafford Springs
Bell, Harry	Stamford	Hull, Morrison C.	Birmingham
Butler, Dale D.	Middletown	Jones, J. G.	Waterbury
Butler & Hatch,	New Britain	Lockwood, Wm.	Norwalk
Cowles, E. B.	Meriden	Loomer, Silas F. & Co.,	Willimantic
Fuller & Story,	Norwich	Randall, George W.	Rockville
Gillett, Ralph	Hartford	Tweedy, John	Danbury
Goodsell, McNeil & Co.,	Bridgeport	Weaver, Henry C.	New London
Hall & Simons,	Wallingford	Wilson, Chas. & Co.,	New Haven

Transatlantic, Hamburg, Germany.

Bigelow & Stevens,	Danbury	Laurens, Wm. H.	New Haven
Butler, Dale D.	Middletown	McNeil, Virgil F. & Co.,	New Haven
Daboll, C. V.	New London	Merrill, E. F.	New Haven
Hull, Albert E.	Ansonia	Nichols, Walter	Bridgeport
Hurd, Samuel A.	Birmingham	Parker, J. F.	Norwich
Isbell, George A.	New Haven	Stevens, A. L.	Meriden
Kimball, C. C. & Co.,	Hartford	Welton, Nelson J.	Waterbury
Kohn & Aal,	New Haven	White, Wm. N.	Stamford

Union, Philadelphia, Penn.

Allen, Charles I.	Bethel	Hurd, Samuel L.	Birmingham
Bentley, Samuel H.	Mystic	Jones, John G.	Waterbury
Bulkley, Nathan T.	Danbury	Loomer, S. F. & Co.,	Willimantic
Fairchild, E. W.	Bridgeport	Murphy, D. K.	Meriden
Goodsell, Zalmon	Bridgeport	Taff, Fred. A.	Stamford
Hill, James H.	New London	Webster & Moore,	Hartford
Humphrey, John D.	New Britain	Wilson Charles & Co.,	New Haven

Union, San Francisco, Cal.

Brotherton, Wm. B.	Milford	Judd, Geo. E.	Waterbury
Brown, John C.	Willimantic	Lineburg, Wm. G. & Son,	Bridgeport
Coan, Charles R.	New Haven	Mason, Carlos V.	Bristol
Cowles, Edmund B.	Meriden	Palmer, H. F.	Norwich
Danielson, Samuel D.	Danielsonville	Pond, Jonathan W.	New Haven
Dickinson, Leonard A.	Hartford	Taff, Fred. A.	Stamford
Gorman, Richard	Putnam	Watson, Thos. L.	Bridgeport
Humphrey, J. D.	New Britain	Weaver, H. C.	New London
Hurd, Samuel A.	Birmingham		

United Firemen's, Philadelphia, Penn.

Bartram & Prindle,	Bridgeport	Lord, Reuben Jr.	New London
Bestor, Howard J.	Hartford	McWeeney, John	Meriden
Coolidge & Lockwood,	Norwalk	Taylor & Golden,	South Norwalk
Hinman & Morse,	New Haven	Williams, Samuel P.	Waterbury

United States, New York, N. Y.

Name.	Residence.	Name.	Residence.
Webster & Moore,	Hartford	Wilson, Chas. & Co.,	New Haven

Westchester, New York, N. Y.

Anderson, J. M.	Stamford	Jones, Timothy	Danbury
Andrew, Chas. N.	Willimantic	Lloyd, George	Danielsonville
Bacon & Guy,	Middletown	Mason, C. V.	Bristol
Chesebro, C. H.	Putnam	Merrill, Homer	Norwalk
Daboll, E. V.	New London	Morse, W. J.	Wallingford
DeForest, G. L. & Co.,	Birmingham	Northrop, C. H.	Newtown
Gillett, Ralph	Hartford	Perry, Henry H.	Southport
Griswold & Pierre,	Winsted	Ryan, John	Waterbury
Hall, E. D.	Meriden	St. John, S. Y.	New Canaan
Higby & DeForest,	Bridgeport	Sweeney, Jas. E.	Naugatuck
Hoadley, Frederick B.	Waterbury	Thomas, Edson	Thomaston
Hoxie, J. H. & Son,	Mystic River	Thompson, C. S.	New Haven
Holt, C. H.	Rockville	Todd, Cyrus A.	New Milford
Humphrey, J. D.	New Britain	Williams, J. F. & Son,	Norwich

Western, Toronto, D. of C.

Andrew, Chas. N.	Willimantic	Lineburg, W. G. & Son,	Bridgeport
Chapman, Silas, Jr.,	Hartford	Royce, A. Irving	Norwich
Hall, Erwin D.	Meriden	Walker & Parsons,	New Britain
Hubbard, Henry A.	Stamford	Wilson, Chas. & Co.,	New Haven

Williamsburgh City, Brooklyn, N. Y.

Andross, Wm. W.	Rockville	Mead, M. E.	Darien
Atwater, W. C. Birmingh'm&	Water'by	Nettleton, G. E.	New Haven
Bacon & Guy,	Middletown	Parson, J. S. & Co.,	Waterbury
Brownson, R. S.	New Haven	Russell, B. A.	Greenwich
Butler, Abbott G.	New Britain	Sanford, Daniel	Redding Ridge
Comstock, L. F. & Co.,	New Haven	Sperry & Kimberly,	New Haven
Gillett, Ralph	Hartford	St. John, Selleck Y.	New Canaan
Hall, Wm. M.	Wallingford	Stevens, A. L.	Meriden
Hemingway, John	Southington	Todd, C. A. & Son,	New Milford
Higby & DeForest,	Bridgeport	Treadwell & Ryder,	Danbury
Hill, J. H.	New London	Webb, Chas. H.	New Haven
Hubbard, H. A.	Stamford	Williams, J. F. & Son,	Norwich
Keefe, Jos. H.	New Haven	Wilson, O. E.	Norwalk
Loomer, S. F. & Co.,	Willimantic		

State of Connecticut.

LAWS

RELATING TO

Insurance and Insurance Companies.

FROM THE REVISION OF 1887.

WITH ENACTMENTS AND AMENDMENTS OF 1889.

STATE OF CONNECTICUT.

LAWS RELATING TO

INSURANCE AND INSURANCE COMPANIES.

FROM THE REVISION OF 1887.

TITLE XLVII.

INSURANCE.

CHAPTER CLXVIII.	**Insurance Commissioner.**
CHAPTER CLXIX.	**Fire and Marine Insurance.**
CHAPTER CLXX.	**Foreign Fire Insurance Companies.**
CHAPTER CLXXI.	**Life Insurance.**
CHAPTER CLXXII.	**Assessment Insurance.**
CHAPTER CLXXIII.	**General Provisions.**

CHAPTER CLXVIII.

INSURANCE COMMISSIONER.

SECTION.

2814. Insurance Commissioner, appointment.
2815. When Senate to act on nomination.
2816. On failure of Governor to nominate.
2817. Vacancies, how filled.
2818. Same.
2 19. Commissioner to give bonds.
2820. Powers and duties.
2821. To report needed changes in laws.
2822. To examine into methods of insurance companies; may make orders, may apply for injunction or appointment of receiver; power of court or judge.
2823. Court or judge may modify order of commissioner.
2824. Fees to be received by commissioner from companies.
2825. Reports.

Sec. 2814. The Governor shall, every four years, commencing in 1887, and within sixty days after the organization of the General Assembly, nominate, and, with the advice and consent of the Senate, appoint some suitable person, not a

1877, ch. 107, § 1. 1877, ch. 5, § 33. Insurance Commissioner, appointment.

director, officer, or agent of any insurance company, to be Insurance Commissioner, who shall, unless sooner removed by the Governor for cause, hold his office for four years from the first day of July following his appointment.

1877, ch. 107, § 2. Senate to act on nomination within ten days.

Sec. 2815. The Senate shall act finally upon such nomination sent to them by the Governor within ten days from the day it may be received.

1877, ch. 107, § 3. On failure of the Governor to nominate.

Sec. 2816. If the Governor shall fail to make such nomination, or the Senate fail to act upon the same within the time specified, the vacancy existing by operation of law shall be filled by a concurrent vote of the General Assembly.

1877, ch. 107, § 4. Vacancies how filled.

Sec. 2817. Vacancies that may arise for the remainder of an unexpired term shall be filled in the manner provided by the foregoing sections of this chapter.

1877, ch. 107, § 5. Same.

Sec. 2818. The Governor may fill any vacancies that may arise during the recess of the General Assembly, until sixty days after its next organization.

1889, ch. 139. Insurance commissioner to give bonds.

Sec. 2819. Every person appointed Insurance Commissioner shall, before entering upon or continuing to discharge the duties of his office, give a bond to the State, with sufficient surety to the acceptance of the Treasurer, in the sum of ten thousand dollars, conditioned for the faithful performance of the duties of said office during the term of such appointment.

1886, ch. 87. Powers and duties of Insurance Commissioner.

Sec. 2820. The commissioner shall see that all the laws respecting insurance companies are faithfully executed; may employ clerical aid; shall furnish to each of the insurance companies incorporated by this State and to the attorneys of companies incorporated by other States and foreign governments doing business in this State, printed forms of the statements required by law; shall on or before the fifth of each month pay over all fees which he may receive during the month previous to the Treasurer; and may administer oaths in the discharge of his official duties.

1887, ch. 138, § 1. To report needed changes in laws.

Sec. 2821. It shall be the duty of the Insurance Commissioner from time to time to report to the General Assembly any changes which, in his opinion, should be made in the laws relating to insurance.

1888, ch. 138, § 2. To examine into methods of insurance companies.

Sec. 2822. The Insurance Commissioner may from time to time examine into the methods of business of any company, corporation, association, partnership, or combination of persons

doing any kind or form of insurance business in this State, and may require them to answer such questions as he may think necessary for the purpose of such inquiry, and if in his opinion any such company, corporation, association, partnership, or combination of persons are doing business in an illegal or improper manner, or are failing to adjust and pay their losses and obligations when they become due, excepting claims to which in the judgment of the commissioner there is a substantial defense, he may order them to discontinue such illegal or improper method of doing business, and may order them to adjust and pay their losses and obligations as they become due, and if any such company, corporation, association, partnership, or combination of persons shall fail within ten days to obey any such order of the commissioner, he may apply to any court or judge having jurisdiction, for an injunction, or for the appointment of a receiver, or for both, and such court or judge shall have power according to the usual course of proceedings in equity to enforce such order of the commissioner by injunction, or by appointing a receiver to take charge of the property and affairs of such company, corporation, association, partnership, or combination of persons, or by both such injunction and appointment of receiver; and said court or judge shall also have power to make all such further orders as may be necessary or proper to carry into effect such injunction and receivership.

May make orders.

May apply for injunction or appointment of a receiver when. Power of the court or judge.

Sec. 2823. Such judge or court may, in his or its discretion, vary or modify any such order of the Insurance Commissioner, according to the circumstances of the case, or may refuse to enforce the same.

1887, ch. 138, § 3. May modify order of commissioner.

Sec. 2824. The commissioner shall demand and receive the following fees from insurance companies: For annual fee for each license not issued to fire companies of foreign countries, ten dollars, and for every agent's certificate, two dollars, provided no greater fees are exacted for such licenses and certificates by other States from companies of this State that are admitted to do business in such other States; for receiving and filing annual reports, ten dollars; for valuation of policies of life insurance companies organized under the laws of this State, one cent for each thousand dollars of insurance valued; for valuation of policies of life insurance companies organized under the laws of any other State admitted to transact business in this State, such rate for each thousand dollars of insur-

1884, ch. 42, § 3. 1885, ch. 10, 113. 1887, ch. 141. Fees to be received by commissioner from companies.

ance valued as is imposed by such other State upon any similar insurance company organized under the laws of this State admitted to transact business in such other State; for filing any additional paper required by law, twenty-five cents; and for every certificate of valuation, copy of report, or certificate of condition of company to be filed in any other State, five dollars; for filing copy of charter under section 2928, ten dollars; for certificate of authority under section 2929, five dollars.

G. S. 1875, 17. 1887, ch. 5, § 34. Reports.

Sec. 2825. The commissioner shall annually submit to the Governor a report of his official acts, and of the condition of all insurance companies doing business in this State, with a condensed statement of their reports made to him, arranged in proper form for printing, together with a statement of the fees received by him from such companies, and paid by him to the Treasurer; and he shall biennially submit to the General Assembly such annual reports and statements.

CHAPTER CLXIX.

FIRE AND MARINE INSURANCE.

Section.		Section.	
2826.	Conditions to be stated in body of policy.	2835.	When certain companies located in other States may do business here.
2827.	Company not to risk an amount exceeding ten per cent. of paid-up capital.	2836.	Commissioner to examine affairs of companies.
2828.	Annual report to be rendered by company to Insurance Commissioner.	2837.	Companies organized under laws of this State may insure against wind storms, lightning, etc.
2829.	Commissioner may inquire of company as to financial condition, etc.	2838.	Companies organized here doing business in other States may issue what kind of policies.
2830.	When capital stock may be reduced.	2839.	Mortgagee may have relief where mortgagor fails to file proof of loss by fire.
2831.	When to issue new certificates.	2840.	Summons to mortgagor to appear, etc.
2832.	When capital stock may be increased.	2841.	Committee may be appointed to prepare proofs of loss, etc.
2833.	Mutual fire insurance company; issue of policies by.	2842.	Company liable when, and to what extent.
2834.	Conditions upon which companies out of the State, and non-residents may transact fire and marine insurance business.	2843.	Division of amount recovered where parties cannot agree.
		2844.	Cost of proceedings, how taxed.

1879, ch. 63, § 1. Conditions to be stated in body of policy.

Sec. 2826. In all policies of insurance against loss by fire, made by companies chartered by or doing business in this State, no condition shall be valid unless stated in the body of the policy.

Sec. 2827. No fire insurance company chartered by or doing business in this State shall expose itself to loss on any risk to an amount exceeding ten per cent. of its paid-up capital.

1879, ch. 63, § 2. Company not to take any risk exceeding ten per cent. of paid-up capital.

Sec. 2828. Every fire and every fire and marine insurance company chartered by or doing business in this State, shall annually, in January, render to the Insurance Commissioner a report, signed and sworn to by its president and secretary, of its condition on the thirty-first day of December next preceding, in the following form, namely: First, the amount of its capital stock. Second, its assets, specifying: (1) the value of its real estate; (2) the amount of its cash on hand and in bank, specifying where it is deposited; (3) the amount of cash in the hands of agents and in course of transmission; (4) the amount of loans secured by mortgages on which there shall be less than one year's interest due; (5) the amount of like loans with one year's interest or more due thereon; (6) the amount due on judgments; (7) the amount of its stocks and bonds, with the description of amount, number of shares, and the par and market value of each; (8) the amount of stocks and bonds held as collateral security for loans, with the amount loaned on each and the par and market value thereof; (9) the amount of assessments on stock or premium notes, paid or unpaid; (10) the amount of interest accrued and unpaid; (11) the amount of premium notes on hand on which policies are issued. Third, its liabilities, specifying: (1) the amount of losses due and unpaid; (2) the amount of unpaid losses not due; (3) the amount of claims for losses resisted by the company; (4) the amount of losses incurred during the year, including those claimed and not yet due; and those reported to the company upon which no action has been taken; (5) the amount of dividends due and unpaid; (6) the amount of dividends either cash or script not yet payable; (7) the amount of money borrowed, and security given for the payment thereof; (8) the amount of premiums received on all risks not terminated; (9) the amount required to reinsure all fire risks in force, computed at fifty per cent. of the gross amount of fire premiums (less return premiums and reinsurance) received on risks in force, not perpetual, ninety-five per cent. of premiums on perpetual risks in force, and one hundred per cent. of the amount of ocean marine premiums received on risks in force; (10) the amount of all other claims against it. Fourth, its income during the preceding year, specifying: (1)

1879, ch. 63, § 3. Annual report to be rendered by company to Insurance Commissioner; what to include.

the amount of cash premiums received; (2) the amount of notes received for premiums; (3) the amount of interest money received; (4) the amount of income received from other sources. Fifth, its expenditures during the preceding year, specifying: (1) the amount of losses paid, stating how much of the same accrued prior, and how much subsequent, to its preceding statement, and the amount at which such losses were estimated in such statement; (2) the amount of dividends paid; (3) the amount of expenses paid, including agents' commissions; (4) the amount paid in taxes; (5) the amount of all other expenditures.

1879, ch. 63, § 4. Commissioner may inquire of company as to financial condition, etc.

Sec. 2829. The Insurance Commissioner may inquire of any fire or fire and marine insurance company doing business in this State, or of its secretary, in relation to its financial condition and management, and such inquiry shall be promptly answered.

1879, ch. 63, § 5. When capital stock may be reduced.

Sec. 2830. When the capital stock of any fire or marine insurance company shall be impaired, it may reduce it and the par value of its shares to such an amount as shall be justified by its assets; but no part of its assets shall be distributed to its stockholders, and no reduction shall be made, except upon the vote of the stockholders, approved by at least two-thirds of the board of directors, and certified under the corporate seal, by the secretary, a copy of which shall be filed in the office of the Secretary of the State.

1879, ch. 63, § 6. When to issue new certificates.

Sec. 2831. The directors, after such reduction of capital, may require each stockholder to surrender his certificate, and in lieu thereof may issue a new certificate for such number of shares as he shall be entitled to.

1879, ch. 63, § 7. When capital stock may be increased.

Sec. 2832. Such company, after its capital shall be so reduced, may increase its capital stock to any amount not exceeding the amount authorized by its charter.

1879, ch. 63, § 8. Mutual fire insurance company, issue of policies by.

Sec. 2833. Every mutual fire insurance company, which shall approve this section, may issue policies for any time not exceeding five years, and may insure personal property upon such terms as shall be agreed upon by the parties.

1879, ch. 63, § 9. 1885, ch. 113. Conditions upon which companies out of State and non-residents, may transact fire and marine insurance business.

Sec. 2834. No fire or fire and marine insurance company or association, incorporated by or organized under the laws of any other State of the United States, shall, directly or indirectly, take risks or transact any business of insurance in this State, unless possessed of at least one hundred and fifty thou-

sand dollars of cash capital, paid up and securely invested; and every such company shall deposit with the Insurance Commissioner a certified copy of its charter, and a statement under oath of its president or vice-president, and secretary, stating its name and location, and the other particulars required by section 2828; nor shall any person act as agent for any such company directly or indirectly, taking risks or transacting the business of fire insurance in this State, without procuring from the Insurance Commissioner a certificate of authority, stating that such company has complied with all the requisitions of this title, and giving the name of the attorney appointed to act for the company. Such certificates shall continue in force as provided in section 2938, unless revoked for cause. Such a statement as is required by this section shall be made annually in January, and shall specify the amount of premiums received, and losses paid in this State, during the preceding year; and said commissioner, on being satisfied that the capital, securities, and investments remain secure, shall furnish a renewal of his certificate.

1879, ch. 63, § 10. 1886, ch. 112. When companies located in other States may do business here.

Sec. 2835. Any mutual fire or fire and marine or mutual marine insurance company located in any other State of the United States, possessed of one hundred and fifty thousand dollars in cash, or securities invested in available cash assets, may be admitted to take risks and transact business in this State; provided, it shall comply with all the other requirements of the laws of this State relating to such companies of other States, and provided further that similar companies of this State are admitted to transact business in such other State.

1879, ch. 63, § 11. Commissioner to examine officers of companies.

Sec. 2836. The Insurance Commissioner, either personally or by a committee appointed by him, consisting of one or more persons not directors, officers, or agents of any fire or fire and marine insurance company doing business in this State, may at any time examine into the affairs of any fire or fire and marine insurance company incorporated by or doing business in this State. The officers or agents of such company shall exhibit its books to said commissioner or committee, and otherwise facilitate such examination; and the commissioner or committee may examine under oath the officers and agents of any such company in relation to its affairs; and said commissioner may publish the result of such investigation in one or more newspapers published in this State; but in relation to the affairs of any company incorporated by or organized under the laws of any

other State of the United States, he may, in lieu of such investigation, accept the certificate of the Insurance Commissioner or superintendent of such State, as to its condition. And whenever he shall ascertain that the assets of any fire or fire and marine insurance company incorporated by this State, after deducting for reinsurance, and its other proper liabilities, excepting capital, amount to less than three-fourths of its capital stock, if it have a stock capital, or in the case of a mutual company, if the assets, less unsettled claims, and other absolute liabilities, amount to less than three-fourths the sum requisite for reinsurance, he shall call upon it to make up such deficiency within such reasonable time as he shall fix, and on failure to comply with such requirement, shall bring his petition to a judge of the Superior Court, praying for an injunction, restraining said company from the further prosecution of the business of making or renewing insurances until said deficiency is made up; and if, upon a hearing before said judge, after such reasonable notice to such company as he may order, the allegations contained in such petition shall be found true, he shall issue such injunction.

1881, ch. 57. 1883, ch. 13. Companies organized under laws of this State may insure against wind storms, lightning, etc.

Sec. 2837. Insurance companies organized under the laws of this State having power to insure against loss by fire, may make insurance against loss by wind storms, lightning, tornadoes, and cyclones, provided the same shall be clearly expressed in the policy.

1887, ch. 129. Form of policies in other States.

Sec. 2838. Any fire insurance company organized under the laws of this State, and doing or proposing to do business in any other State, may frame and issue policies in such other State in accordance with the laws thereof, anything in its charter or by-laws to the contrary notwithstanding.

1887, ch. 105, § 1. Mortgagee may have relief where mortgagor fails to file proof of loss by fire.

Sec. 2839. In case of loss by fire upon any mortgaged real property upon which there is insurance made by the policy payable in case of loss to the mortgagee, if the party who obtained the insurance or in whose name it was obtained shall fail for three months after the fire to file proper and sufficient proofs of loss, the mortgagee may within thirty days thereafter present to any judge of the Superior Court, in court or in chambers, a petition setting forth the foregoing facts and praying that a disinterested person be appointed to make such proofs, and for other relief.

Sec. 2840. Any justice of the peace or clerk or commissioner of the Superior Court may, upon application of such mortgagee, issue a summons returnable before such judge not less than six days after service thereof, directed to such mortgagor and also to such insurance company, requiring them and each of them to appear before such judge at such time and place as shall be therein named to show cause why the prayer of such petition should not be granted. 1887, ch. 105, § 2. Summons to mortgagor to appear, etc.

Sec. 2841. Upon such return day, or at such time thereafter as the proceedings may come to by adjournment or otherwise, and after hearing such parties as may appear and desire to be heard, such judge may appoint, in his discretion, some fit and disinterested person to make inquiry as to the matters required to be set forth and done and to prepare and file with the company issuing such policy such proofs of loss, and to do such other acts as the conditions of the policy may require to be done by the mortgagor. 1887, ch. 105, § 3. Committee may be appointed to prepare proofs of loss, etc.

Sec. 2842. If such proofs of loss and the other acts to be done by such appointee shall, in other respects, conform to the requirements of the policy, such company so issuing such policy shall be liable in the same manner and to the same amount as if such proofs had been made and such other acts had been done by the party insured, or in whose name the policy was obtained, during the time specified in the policy. 1887, ch. 105, § 4. Company liable, when and to what extent.

Sec. 2843. If question shall arise between the parties, or any two or more of them, as to the amount and proportion of the sum due under such policy which should be paid to the different parties who may be or claim to be entitled thereunder, such judge may, upon such notice as, in his discretion, he may direct to be given to the parties or be published, after hearing such parties as may desire to be heard, adjudicate and determine between the parties as upon a bill of interpleader; and if any party or parties shall not be found, or shall decline to receive the amount of the judgment in his or their favor, the company may pay such amount or amounts into the court to be deposited and kept under the direction of the court, and the receipt or receipts of the clerk shall be held by the company as its sufficient discharge and satisfaction of such judgment as to such amount or amounts. 1887, ch. 105, § 5. Division of amount recovered where parties cannot agree.

Sec. 2844. Upon the termination of any hearing, or upon final judgment, the judge may, in his discretion, tax proper costs, including reasonable counsel fees, in favor of such mort- 1887, ch. 105, § 6. Costs, how taxed.

gagee and also in favor of such insurance company, against such mortgagor, if and whenever, in his judgment, the proceedings have been rendered necessary by the fault or neglect of the mortgagor, and such costs in his favor may be added by the mortgagee to the amount due him, and in favor of the insurance company, may be deducted from the amount due under its policy.

CHAPTER CLXX.

FOREIGN FIRE INSURANCE COMPANIES.

Section.		Section.	
2845.	When foreign insurance company can take risks in this State. When policies of such companies not invalidated.	2848.	Trustees provided for in preceding section, how appointed.
2846.	Such companies to furnish certain information to commissioner, and to report to him annually.	2849.	Not to take risks before complying with law.
2847.	Amount of capital, how estimated.	2850.	Cannot take greater risks than home companies.
		2851.	License to transact business.
		2852.	Cancellation of fire insurance policy.

1879, ch. 63, art. 2, § 1. When foreign insurance company can take risks in this State. When policies of such companies not invalidated.

Sec. 2845. No foreign insurance company shall take risks in this State unless it has a cash capital of two hundred thousand dollars, and shall have made a deposit with the Treasurer of this State, or with the proper officer of some other State, of not less than two hundred thousand dollars in the bonds of this State, or of the States of New York or Massachusetts, or in bonds or public stocks of the United States, in trust for the benefit of its policy-holders in the United States; and no policy issued by such company to any citizen of this State shall be invalidated by the occurrence of hostilities between the government of the United States and the government under the laws of which it was organized.

1879, ch. 63, art. 2, § 2. Such companies to furnish certain information to commissioner, and to report to him annually.

Sec. 2846. Every foreign insurance company shall, before admission to do business in this State, furnish to the Insurance Commissioner a copy of its charter or articles of association, and of its last annual report made in the country where it was organized, and the certificate of the officer holding in trust said deposit of two hundred thousand dollars, stating the manner in which the same is invested and the purposes for which the same is held; and it shall furnish annually to the Insurance Commissioner a statement of the condition of its affairs in the United States, in such form as he shall require.

Sec. 2847. The capital of every such foreign insurance company shall, for all the purposes of the insurance laws of this State, be the aggregate value of its money or securities deposited as aforesaid, and all sums loaned on real estate security in any State in the United States, in conformity with the laws of such State providing for the investment of the assets of insurance companies therein, and all other assets in the United States in which fire insurance companies organized under the laws of this State may invest; provided, such real estate securities and assets shall be held in the United States, by trustees who are citizens of the United States, approved by the Insurance Commissioner, for the benefit of all its policy-holders and creditors in the United States, after making the same deduction from such aggregate value for losses and liabilities in the United States, and for premiums upon risks therein not expired, as is authorized or required by the laws of this State, or the regulations of its insurance department, with respect to fire insurance companies organized under the laws of this State. 1879, ch. 63, art. 2, § 3. Amount of capital, how estimated.

Sec. 2848. The trustees referred to in the preceding section, shall be appointed by the directors of such company, and a certified copy of the vote by which they are appointed, and of the deed of trust, shall be filed in the office of the Insurance Commissioner, and he may examine such trustees or the agents of such company under oath, and its assets, books, and accounts, in the same manner as he may examine the officers, agents, assets, books, and accounts of any company authorized to do fire insurance business in this State. 1879, ch. 63, art. 2, § 4. Trustees, how appointed.

Sec. 2849. No foreign insurance company or agent or attorney thereof, shall transact the business of fire insurance in this State until such company shall comply with the laws of this State, relative to foreign fire insurance companies, and receive a license or certificate of authority from the Insurance Commissioner. 1879, ch. 63, art. 2, § 5. Not to take risks before complying with requirements of law.

Sec. 2850. No foreign insurance company shall insure against loss by fire or inland navigation, nor expose itself to any such loss by any one risk for any greater amount in proportion to its capital than companies organized under the laws of this State may do. 1879, ch. 63, art. 2, § 6. May not take greater risks than home companies.

Sec. 2851. When such foreign insurance company shall have complied with the provisions of law, relating to such companies, and the Insurance Commissioner is satisfied that it is solvent in the United States, he may issue to it a license to transact business in this State upon the payment of thirty dol- 1879, ch. 63, art. 2, § 7. License to transact business.

lars for filing a certified copy of its charter or deed of settlement, and annual fees as follows: license fee, fifty dollars; fee for filing statement, twenty dollars; and two dollars for each agent's certificate of authority.

1886, ch. 86. Cancellation of fire insurance policy.

Sec. 2852. No insurance company or association shall cancel a policy issued against loss by fire on property in this State, without giving the party insured at least five days' notice, in writing, of such intention, and a return of the ratable proportion of the premium for the unexpired term of the policy.

CHAPTER CLXXI.

LIFE INSURANCE.

SECTION.

2853. Annual statement to be made to commissioner.
2854. Commissioner to ascertain the reinsurance reserve to be held by each company.
2855. Dividends to stockholders.
2856. Penalty for violation of provisions of preceding section.
2857. Quadrennial examinations; by whom made.
2858. Examination of foreign companies.
2859. Facilities for such examinations to be afforded.
2860. Companies to receive certificate of authorization before issuing policies.
2861. Companies not to discriminate against persons of African descent.
2862. Affidavit of examining physician to be given upon refusal of application of colored person.
2863. Penalty for violation of provisions of sections 2861, 2862, or 2863.
2864. Companies may grant annuities; former grants confirmed.
2865. May insure against accidents.
2866. Improvement of real estate by life insurance companies.
2867. Companies organized out of State to furnish annual certificate to commissioner.
2868. Shall not issue policy without license.
2869. Commissioner may order company to cease issue of new policies or payment of dividends, when.

SECTION.

2870. Liabilities of the company to include what.
2871. Doings of judge of Supreme Court under section 2869 may be certified to Superior Court; powers of the Superior Court.
2872. When Superior Court not in session, powers of judge of Supreme Court. Proceedings to be certified to Superior Court.
2873. Assets of company to vest in commissioner on repeal of charter.
2874. Powers of commissioner in such case.
2875. Limitation of time for presentation of claims.
2876. Valuation of policies in force.
2877. Application of assets.
2878. Penalty for neglect to deliver books, etc., to commissioner.
2879. Commissioner in such case to give bonds.
2880. Amalgamation of companies.
2881. Notice as to proposed amalgamation, etc.; hearing on petition.
2882. Approval of amalgamation, etc.
2883. Compensation of certain commissioners, etc.
2884. Penalty for violation of four preceding sections.
2885. Investments by companies.
2886. Officers of company not to be paid for negotiating loan, etc.
2887. Loans regulated.
2888. Investment of funds of life insurance companies.
2889. Premium notes, etc.
2890. Personal liability of officers.
2891. May invest in stock or bonds; when.

Sec. 2853. Every life insurance company chartered by this State shall, on or before the first day of March in each year, render to the Insurance Commissioner a report signed and sworn to by its president and secretary, of its condition upon the preceding thirty-first day of December, which shall include a detailed statement of its assets and liabilities on that day; the amount and character of business transacted, moneys received and expended during the year; a descriptive list of all policies and contracts of insurance in force on that day; and such other information as the commissioner may deem necessary.

1879, ch. 63, art. 3, § 1. Annual statement.

Sec. 2854. Upon receipt of such report, the commissioner shall make a valuation of the policies of each company, and ascertain the reinsurance reserve and surplus of every such company, computed upon the basis of the so-called "Actuaries' or Combined Experience Table of Mortality," with compound interest at four per cent. per annum; and also upon the basis of the so-called "American Experience Table of Mortality," with compound interest at four and one half per cent. per annum; and he shall value only net premiums.

1879, ch. 63, art. 3, § 2. Commissioner to ascertain the reinsurance reserve to be held by each company.

Sec. 2855. Payments in the form of dividends, or otherwise, shall not be made to its stockholders by any life insurance company organized under the laws of this State, unless its assets exceed, to the amount of such payment, the amount of its paid-up capital stock and all its liabilities, including its reinsurance reserve computed upon the basis of the so-called "Actuaries' or Combined Experience Table of Mortality," with compound interest at four per cent. per annum; and no payments shall be made to the policy-holders of any such company, except for matured claims, and in the purchase of surrendered policies, unless its assets exceed to the amount of such payments, its liabilities, including its reinsurance reserve, computed as above, in this section provided; but for all other purposes the reinsurance reserve of every such company shall be computed upon the basis of the so-called "American Experience Table of Mortality," with interest at four and one-half per cent. per annum.

1879, ch. 63, art. 3, § 3. Dividends to stockholders.

Sec. 2856. Any officer or director of any such company who votes or assents to any payment either to stockholders or policy-holders in violation of any of the provisions of the preceding section, shall forfeit to the State the sum of five thousand dollars, to be recovered in an action brought in the name of the Treasurer of the State.

1879, ch. 63, art. 3, § 4. Penalty on officers of company violating preceding section.

1889, ch. 139. Quadrennial examinations.

Sec. 2857. The Insurance Commissioner shall, at least once in four years, visit each life insurance company incorporated by this State. thoroughly examine its financial condition, and ascertain whether it has complied with all the provisions of law.

1879, ch. 63, art. 3, § 6. Examination of foreign companies.

Sec. 2858. He shall in like manner examine any life insurance company not incorporated by this State, but doing business therein, whenever he has reason to doubt its solvency, and may employ such assistants as may be necessary in making the examination; and all the expenses of an examination without the State shall be borne by the company examined.

1879, ch. 63, art. 3, § 7. Facilities for such examination to be afforded.

Sec. 2859. For such purpose the commissioner shall have free access to all books and papers of any life insurance company doing business in this State, and may examine, under oath, its officers or agents relative to its condition; and if any company not incorporated by this State, or its officers or agents, refuse to submit to such examination, or to comply with any provision of this chapter, the authority of such company to do business in this State shall be revoked.

1879, ch. 63, art. 3, § 8. Companies to receive certificate of authorization before issuing policies.

Sec. 2860. No life insurance company incorporated by this State shall issue policies until, upon examination by the commissioner, it shall have been found to have complied with the laws thereof, nor until he shall have issued his certificate setting forth such fact, and authorizing such company to issue policies.

1887, ch. 58, § 1. Life insurance companies not to discriminate against persons of African descent.

Sec. 2861. No life insurance company organized or doing business within this State shall make any distinction or discrimination between white persons and colored persons, wholly or partially of African descent, as to the premiums or rates charged for policies, upon the lives of such persons; nor shall any such company demand or require greater premiums from such colored persons than such as are at that time required by such company from white persons of the same age, sex, general condition of health, and hope of longevity; nor shall any such company make or require any rebate, diminution, or discount upon the sum to be paid on such policy in case of the death of such colored person insured. nor insert in the policy any condition, nor make any stipulation whereby such person insured, shall bind himself or his heirs, executors, administrators, and assigns to accept any sum less than the full value or amount of such policy, in case of a claim accruing thereon by reason of

the death of such person insured, other than such as are imposed upon white persons in similar cases, and any such stipulation or condition so made or inserted shall be void.

1887, ch. 58, § 2. Affidavit of examining physician to be given upon refusal of application.

Sec. 2862. Any such company which shall refuse the application of any such colored person for insurance upon such person's life, shall furnish such person with the affidavit of some regular examining physician of such company who has made examination of such person stating that such person's application has been refused, not because such person shall be a person of color, but solely upon such grounds of the general health and hope of longevity of such person as would be applicable to white persons of the same age and sex.

1887, ch. 58, § 3. Penalty.

Sec. 2863. Any corporation, or the officer or agent of any corporation, violating any of the provisions of the two preceding sections, by demanding or receiving from such colored person such different or greater premium, or by allowing any discount or rebate upon the premiums paid or to be paid by white persons of the same age, sex, general condition of health, and hope of longevity, or by making or requiring any rebate, diminution, or discount upon the sum to be paid upon a policy in case of the death of such colored person insured, or by failing to furnish the affidavit required by section 2862, shall forfeit a sum not exceeding one hundred dollars; but nothing in this or the two preceding sections shall affect contracts existing June 1, 1887.

1883, ch. 90. Life insurance companies may grant annuities. Former grants of the kind confirmed.

Sec. 2864. Insurance companies chartered by and doing business in this State, and empowered to make contracts contingent upon life, may grant and issue annuities either in connection with or separate from contracts of insurance predicated upon life risks, and all such annuities heretofore issued by such companies shall be valid.

1883, ch. 63. Life insurance company may insure against accidents.

Sec. 2865. Any company chartered by and now doing business in this State, and empowered to make contracts contingent upon life, is hereby authorized to issue policies or certificates insuring or protecting persons against loss of life or personal injury resulting from any cause, which policies or certificates shall state on their face the agreement with the persons receiving the same, and when executed in accordance with the charter and by-laws of said company, shall be binding upon the same.

1886, ch. 111. Improvement of real estate by life insurance companies.

Sec. 2866. Life insurance companies chartered by this State may improve any real estate obtained in conformity to law whether said estate is situated in this or in any other State.

1879, ch. 63, art. 3, 9. 1886, ch. 113. Other life insurance companies to furnish annual certificate to the commissioner.

Sec. 2867. Any life insurance company organized out of this State, before being admitted to do business in this State, and on or before the first day of March annually, shall furnish to the Insurance Commissioner a certificate of the proper officers of the government by whose authority it is organized, setting forth a full copy of its report of its condition on the preceding thirty-first day of December, a valuation of its policies by said officers by a standard equivalent to that provided in sections 2854 and 2855, and that it has complied with the laws of such government, and is authorized to transact business therein. If said commissioner be satisfied with said certificate, and if said company shall have complied with all other provisions of law, he shall thereupon issue his license to it to transact business in this State, which shall continue in force as provided in section 2938, unless sooner revoked for cause; but no such license shall be issued unless such certificate is furnished, nor unless such government shall license life insurance companies incorporated by this State to transact business therein, upon a similar certificate from the Insurance Commissioner, until such company makes the report required from companies incorporated by this State, and until a valuation of its policies shall have been made by the commissioner.

1879, ch. 63, art. 3, § 10. Shall not issue policy without license.

Sec. 2868. No person shall issue or deliver in this State any policy or contract of insurance of such life insurance company which is without a license, or after revocation of its license.

1879, ch. 63, art. 3, § 11. Commissioner may order company to cease issue of new policies or payment of dividends, when.

Sec. 2869. If the Insurance Commissioner shall at any time find from any report, examination, or otherwise, that the assets of any life insurance company incorporated by this State are less than its liabilities, or if such company shall fail to comply with any of the requirements of the law, he may notify it to cease the issue of new policies or the payment of dividends to stockholders and policy-holders, or both, until the deficiency be made good or the law complied with; and he may, and if it appear to him that the assets of such company are less than three-fourths of its liabilities, he shall bring his petition to the Superior Court of the county in which the principal office of such company is located, if in session, and if not, to a judge of the Supreme Court of Errors, praying for the appointment of a receiver, and that the charter of such company may be annulled; and said court or judge shall forthwith issue a citation to such company to appear at a day and place to be named

therein, and answer to said petition; and if upon the hearing of said petition said court or judge shall find the assets of such company to be less than its liabilities, said court or judge may, and if the assets are found to be less than three-fourths of its liabilities, shall, appoint some disinterested person or persons to be receiver or receivers of such company, and said court or judge may provide the mode of proving claims against such company, and appoint a committee to hear and decide upon them, and may limit and extend the time for the presentation of such claims, and may make all necessary orders in reference to the delivery to and possession by such receiver of the assets and property of such company, and the sale and conveyance of the same by him, and may direct the application of the avails of such assets and property equitably in satisfaction of the claims proved against such company, and the payment of the present value of its outstanding policies to policy-holders, either in whole or in part, or to the reinsurance of its outstanding policies in some solvent company; and said court or judge shall annul the charter and decree the dissolution of such company, and may make all other orders and decrees necessary and proper in reference to winding up the affairs of such company, and the disposition of its property.

1879, ch. 63, art. 3, § 12. Liabilities of company to include what.

Sec. 2870. The liabilities of any such company for all the purposes of the proceedings mentioned in the preceding section shall include the net present value of the policies of such company, or reinsurance reserve, ascertained as required by law.

1887, ch. 6, § 1. Doings of judge of Supreme Court upon petition for the appointment of receiver of a life insurance company may be certified to the Superior Court.

Sec. 2871. In all cases in which the Insurance Commissioner, under the provisions of section 2869 has brought, or may bring, his petition to a judge of the Supreme Court of Errors, praying for the appointment of a receiver of any life insurance company, and that the charter of such company may be annulled, and upon which petition such judge has appointed or may appoint a receiver or receivers of such company, such judge may at any time thereafter cause such petition and his proceedings thereon to be certified to the Superior Court of the county in which the principal office of such company is located, and thereafter said Superior Court shall have all the powers given to such judge in section 2869, and may from time to time rescind and modify any orders previously made in said proceedings, either by it or such judge, the same as if said proceedings had originally been commenced in said court under the provision of said law.

Powers of the Superior Court.

1887, ch. 6, § 2. When Superior Court is not in actual session, powers of any judge of the Supreme Court.

Sec. 2872. Whenever any proceedings commenced by the Insurance Commissioner, under the provisions of section 2869, shall be pending in the Superior Court, and said court shall not be in actual session, any judge of the Supreme Court of Errors, upon application, and after due notice given, may make such order in the premises as he shall deem proper, and may from time to time rescind and modify the same, to the same extent as said court might do if in session; and such judge shall cause all such proceedings had before him, with his orders therein, to be certified forthwith to the court in which said original proceedings are pending.

His proceedings to be certified to the Superior Court.

1879, ch. 63, art. 3, § 13. Assets of company to vest in commissioner on repeal of charter.

Sec. 2873. Whenever the charter of any life insurance company of this State shall be repealed, all the assets of such company shall vest in fee simple and absolutely in the Insurance Commissioner of this State and his successors in office, who shall hold and dispose of the same for the use and benefit of the creditors and policy-holders of such company, and such other persons as may be interested in such assets.

1879, ch. 63, art. 3, § 14. Powers of commissioner.

Sec. 2874. The Insurance Commissioner shall take immediate possession of the assets, books, and papers, and collect the debts and claims due such company; he shall sell and dispose of the real estate and other property of such company, and may execute in his own name, as Insurance Commissioner, all necessary and proper conveyances of the same; he may also, in his own name, as Insurance Commissioner, maintain and defend all civil actions relating to such company, its assets, and business.

1879, ch. 63, art. 3, § 15. Limitation of claims.

Sec. 2875. The Superior Court for the county in which the principal office of such company is located, upon the application of the Insurance Commissioner, shall limit and may extend the time for the presentation of claims against such company, and notice thereof shall be given in such manner as said court shall direct; and any creditor neglecting to present his claim within the time so limited, shall be debarred of all right to share in the assets of such company. Said court shall appoint not more than three disinterested persons as commissioners to receive and decide upon the claims presented against such company, who shall give notice of the times and places of their meetings for that purpose, in such manner as said court shall prescribe; and within one month after the expiration of the time so limited, shall file with the clerk of said court a list of

the claims presented to them, specifying those allowed and those disallowed.

1879, ch. 63, art. 3, § 16. Valuation of policies in force.

Sec. 2876. The Insurance Commissioner shall ascertain the net present value of each policy in force in such company at the time of the repeal of its charter, and for that purpose shall use the "Actuaries' or Combined Experience Table of Mortality," with four per cent. compound interest; and he shall file with the clerk of said court a certificate showing the net present value of each of said policies, and such net present value shall be the surrender value of each of said policies.

1879, ch. 63, art. 3, § 17. Application of assets.

Sec. 2877. The Insurance Commissioner, under the direction of said court, shall apply the sums realized from the assets of such company, first, to the payment of all the expenses of closing the business and disposing of the assets of such company; secondly, to the payment of the lawful taxes and debts due to the State and the United States; thirdly, to the payment of the debts and claims allowed against such company and the surrender value of its policies, in proportion to their respective amounts; and lastly, any sums remaining in the hands of the Insurance Commissioner after the payments have been made in ull as herein provided, shall be disposed of in such manner as said court shall order and direct. And said court may make all orders and decrees necessary and proper in reference to the title, possession, disposition, and distribution of said assets, and the allowance and satisfaction of claims against such company, and in any other matter relating to its affairs and business.

1879, ch. 63, art. 3, § 18. Penalty for neglect to deliver books, etc., to commissioner.

Sec. 2878. Whenever by any law of this State, general or special, the Insurance Commissioner is authorized or required to take possession of the assets of any life insurance company, any person who shall neglect or refuse to deliver to said commissioner, on demand, any books, papers, evidence of title or debt, or any property belonging to any such company in his possession or under his control, shall be fined not more than ten thousand dollars, or imprisoned in the county jail not more than three years, or both.

1879, ch. 63, art. 3, § 19. Commissioner to give bonds.

Sec. 2879. Before the Insurance Commissioner shall take possession of any of the books, papers, or assets of any life insurance company in accordance with the provisions of this Title, or of any act, general or special, he shall give bonds for the faithful discharge of his duties, in such sums and upon such conditions as may be required by the chief judge of the Supreme Court of Errors, and to the satisfaction of said judge.

1879, ch. 63, art. 3, § 20. Amalgamation of companies.

Sec. 2880. No life insurance company, incorporated by or organized under the laws of this State, shall consolidate or amalgamate with any other company, or reinsure its risks, or any part thereof, with any other company, or assume or reinsure the whole or any portion of the risks of any other company except as hereinafter provided; but nothing herein contained shall prevent any life insurance company from reinsuring a fractional part, not exceeding one-half, of any single risk.

1879, ch. 63, art. 3, § 21. Notice. Hearing of petition.

Sec. 2881. Whenever any life insurance company shall propose to amalgamate or consolidate with any other company, or enter into any contract of reinsurance, it shall bring its petition to the Insurance Commissioner, setting forth the terms and conditions of such proposed amalgamation, consolidation, or reinsurance, and praying for the approval thereof. The Insurance Commissioner shall thereupon issue an order of notice, requiring notice to be given by mail to the policy-holders of such company, of the pendency of such petition, and the time and place at which the same will be heard, and by publication of said order of notice and said petition in a daily newspaper, designated by said commissioner, and published in each of the cities of Hartford, New Haven, and New York, for at least three weeks before the time appointed for the hearing upon said petition. The commissioner shall request the assistance of the Insurance Commissioner or superintendents of two other States as experts, who, with the commissioner of this State, shall form a commission to hear said petition. At the time and place fixed in said notice, or at such time and place as shall be fixed by adjournment, said commission shall proceed with said hearing. The attendance of witnesses before said commission may be compelled by *subpœna* issued by any competent authority; and if any person shall refuse to appear before said commission in obedience to any *subpœna* served upon him, any justice of the peace, on application of said commission, may issue a *capias* to bring such person before them. Any policy-holder or stockholder of the company or companies may appear before said commission and be heard in reference to said petition.

1879, ch. 63, art. 3, § 22. Allowance of petition for amalgamation.

Sec. 2882. Said commission, if satisfied that the interests of the policy-holders of such company or companies are properly protected, and that no reasonable objection exists thereto, may approve and authorize the proposed amalgamation, consolidation, or reinsurance; and said commission may make such

order with reference to the distribution and disposition of the surplus assets of any such company, thereafter remaining, as shall be just and equitable. Such amalgamation, consolidation, or reinsurance, shall only be approved by the consent of all the members of said commission, and it shall be the duty of said commission to guard the interests of the policy-holders of any such company or companies proposing to amalgamate, consolidate, or reinsure.

1879, ch. 63, art. 3, § 23. Compensation of commissioners.

Sec. 2883. Compensation of the commissioners or superintendents of other States, acting under the provisions of this chapter, shall be twenty-five dollars a day for the time they are actually employed, to be paid, together with the expenses and costs incident to said hearing, by the company or companies bringing said petition.

1879, ch 63, art. 3, § 24. Penalty for violation of four preceding sections.

Sec. 2884. Any officer, director, or stockholder of any life insurance company violating or consenting to the violation of the four preceding sections shall be fined not less than ten thousand dollars, and imprisoned not less than one year.

1879, ch. 63, art. 3, § 25. Investments by life insurance companies.

Sec. 2885. No loan or investment shall be made by any life insurance company of this State without the unanimous approval of its finance or executive committee, or the approval of a majority of the directors of such company present at any meeting of such directors, and the name of every director approving or disapproving any loan or investment so made shall be entered on the records of the company.

1879, ch. 63, art. 3, § 26. Officers of company not to be paid for negotiating loan, etc.

Sec. 2886. No director or officer of a life insurance company shall receive any money or valuable thing for negotiating, procuring, or recommending any loan from such company, or for selling or aiding in the sale of any stocks or securities to or by such company.

1881, ch. 25, § 1. 1889, ch. 108. Loans regulated.

Sec. 2887. No loan shall be made of the capital, assets, or income, or any portion thereof, of any life insurance company incorporated by, or organized under, the laws of this State, unless such loan shall be secured by mortgage of unencumbered real estate worth at least double the amount loaned thereon; or by pledge of bonds or stocks as collateral, having a market value at least twenty-five per cent. in excess of the amount loaned thereon; provided, however, that such life insurance company may make such loans upon pledge of United States government bonds, and bonds of the State of Connecticut at par, and may make loans on pledge of policies issued

by it to an amount not exceeding seventy-five per centum of the reserve, which it is required by law to maintain upon the policy or policies pledged to secure each such loan.

1879, ch. 63, art. 3, § 29. Premium notes.

Sec. 2889. This chapter shall not prevent any company from taking premium notes, or giving credit for part of its premiums, in accordance with its usual course of business.

1879, ch. 63, art. 3, § 30. 1881, ch. 25. Personal liability of officers. 1889, ch. 7.

Sec. 2890. Any officer or director of a life insurance company consenting to a loan or investment in willful violation of the provisions of the five preceding sections, shall be personally liable to the company for any loss which may be sustained by such investment or loan, to be recovered by an action brought by the Insurance Commissioner of the State on complaint of any policy holder or stockholder in the company suffering thereby, and shall be fined not more than one thousand dollars and imprisoned not more than five years.

1881, ch. 112. Life insurance company may take stock or bonds when.

Sec. 2891. In all cases in which any life insurance company of this State shall have legally acquired by mortgage, deed of trust, or foreclosure, or in any manner in payment of a debt previously contracted, any property, real or personal, situated in this State or elsewhere, it shall be lawful for said insurance company, upon the sale of said property, to take in payment or part payment therefor the stocks or bonds of any company or corporation purchasing said property. In all cases in which any life insurance company has heretofore, upon sale of any property so acquired, taken such stocks and bonds in payment or part payment therefor, said transactions are validated.

1889, ch. 109. Former transactions validated.

CHAPTER CLXXII.

ASSESSMENT INSURANCE.

SECTION

2892. Foreign life or accident company on assessment plan must have licensed agent.
2893. Information to be furnished commissioner before license is granted.
2894. Certificates to agents of certain associations, etc.
2895. Commissioner to examine condition, etc., of company applying to do or doing business here. Authority to do business may be revoked.
2896. Inquiries of commissioner to be answered under oath.
2897. Certificate that company is entitled to do business here.
2898. When solicitor, etc., held to be agent.
2899. Penalty for transacting business without license.
2900. Annual reports to commissioner.
2901. Fees and taxes to be paid by company.
2902. Failure to make annual report, etc.
2903. This chapter not applicable to secret or benevolent societies.
2904. Co-operative life and accident insurance companies regulated. Penalty for violation of provisions of this section.

Sec. 2892. It shall not be lawful for any corporation or association organized under other authority than the laws of this State, for the purpose of furnishing life or accident insurance or indemnity upon the assessment plan, to do any business in this State or for any person to act within this State as agent in soliciting, procuring, receiving, or transmitting any application for membership or insurance, in or for, or on behalf of any such corporation or association, unless such corporation or association shall be authorized to do business in this State and such agent shall have received a certificate of authority from the Insurance Commissioner as hereinafter provided.

1889, ch. 96. Foreign life or accident insurance company on assessment plan must have licensed agent.

Sec. 2893. Any corporation or association organized under the laws of any other State of the United States for the purpose of furnishing life or accident insurance or indemnity upon the assessment plan, or that is carrying on the business of life or accident insurance upon the assessment plan, shall receive from the Insurance Commissioner of this State a license stating that it has complied with the provisions of this chapter, and is authorized to do business in this State whenever such corporation or association shall deposit with him a certified copy of its charter or articles of incorporation, a copy of its statement of business for the year ending the thirty-first day of the next preceding December, sworn to by the president and secretary or

1889, ch. 96. Information to be furnished Insurance Commissioner before license granted.

like officers thereof, setting forth the number and amount of certificates of membership or policies in force, and a detailed account of its expenditures, income, assets and liabilities, and also a certificate sworn to by the president and secretary or like officers thereof, setting forth that it has paid and has the ability to pay its certificates or policies to the full limit named therein; that it does not issue certificates or policies of life insurance upon lives of persons who are more than sixty-five years of age; that its certificates or policies are payable only to beneficiaries having a legal insurable interest in the life of the member or insured; that an ordinary assessment upon its members is sufficient to pay its maximum certificate of membership or policy theretofore issued, if any, or thereafter to be issued to residents of this State, to the full amount or limit named therein; a certificate from the Insurance Commissioner or other like officer charged with the duty of executing the insurance laws of the State where said corporation or association is organized, certifying that it is legally entitled to do business; and that corporations chartered under the laws of this State, and engaged in the business of life or accident insurance or indemnity on the assessment plan are legally entitled to do business in that State; a copy of the application for membership or insurance, and a copy of the form of certificate of membership or policy, and of each form thereof, if more than one form is used; and a copy of the constitution and by-laws.

1885, ch. 104, § 5. 1886, ch. 113. 1889, ch. 96. Certificates to agents.

Sec. 2894. After authorizing such corporation or association to do business in this State, as provided in this chapter, the Insurance Commissioner shall issue certificates to agents thereof, to be designated by the corporation or association, authorizing them to act as such agents, which shall continue in force as provided in section 2938 unless sooner revoked for cause.

1885, ch. 104, § 6. Insurance Commissioner to examine condition, etc., of company applying to do or doing business here.

Sec. 2895. The Insurance Commissioner shall examine into the condition, affairs, and management of any corporation or association applying for admission or doing business in this State under the provisions of this chapter, and the necessary expense of any such examination made or ordered to be made by said Commissioner shall be certified to by him and paid by the corporation or association so examined. And if, upon any such examination, or otherwise, the Insurance Commissioner shall, at any time, ascertain that an ordinary assessment upon the members of any such corporation or association shall not be

sufficient to pay its maximum certificate of membership to the full limit, and that assessments made upon its members at the rate at which they are liable to be assessed, together with its available funds, are not sufficient to pay in full its certificates as they become due, or that such corporation or association has failed to pay the maximum amount named in any certificate when it became due, or that it is conducting its business fraudulently, or that it is not carrying out its contracts with its members in good faith, it shall be his duty to refuse such application for admission or forthwith to revoke all authority previously given to such corporation or association, and all its agents, to do business in this State, and to publish such revocation in some newspaper published in this State.

Revocation of authority to do business.

Sec. 2896. The Insurance Commissioner is hereby authorized and empowered to address any inquiries he may deem proper to any corporation or association which may be authorized to do business in this State under the provisions of this chapter, in relation to its business or condition, and it shall be the duty of the officers of such corporation or association so addressed to promptly reply in writing to all such inquiries under the oath of its president or secretary or other like officers, and, in case of a failure or refusal of such officers to so reply, the Insurance Commissioner may suspend or revoke all authority to such corporation or association, and all its agents to do business in this State.

1885, ch. 104, § 7. Company to answer under oath inquiries of Insurance Commissioner.

Sec. 2897. The Insurance Commissioner, upon application by corporations chartered under the laws of this State, shall issue to such corporation certificates that corporations, associations, or societies, chartered by other States, furnishing life or accident insurance or indemnity on the assessment plan, who have complied with the provisions of this chapter, are legally entitled to do business in this State.

1885, ch. 104, § 8. Certificate that company is entitled to do business here.

Sec. 2898. Whoever solicits, procures, or receives in or transmits from this State any application other than his own for membership or insurance in any corporation or association embraced by section 2892 shall be deemed and held to be an agent of such corporation or association within the meaning of this chapter.

1885, ch. 104, § 9. Agents in their own wrong.

Sec. 2899. Any person who shall transact business for any corporation or association embraced by section 2892, as an agent thereof within the meaning of this chapter, without first

1889, ch. 96. Penalty for acting as such.

procuring and having a certificate of authority from the Insurance Commissioner to act as such agent, or after such certificate of authority has been suspended or revoked, shall be fined not less than one hundred nor more than five hundred dollars.

1885, ch. 104. § 11. Annual reports to Insurance Commissioner.

Sec. 2900. Every corporation or association which may be doing business in this State under the provisions of this chapter, shall, on or before the first day of March in each year after it commences to do business in this State, make and file, with the Insurance Commissioner, a report of its affairs and operations during the year ending the thirty-first day of December next preceding. Such annual reports shall be made upon blank forms, to be provided and furnished by the Insurance Commissioner, and shall be verified under the oath of the president and secretary, or other like officers, and shall be published, or the substance thereof, in his annual report, by the Insurance Commissioner.

1885, ch. 104, § 12. 1886, ch. 113. Fees and taxes to be paid by company.

Sec. 2901. Every corporation or association incorporated by or organized under the laws of any other State, and admitted to transact business in this State, and each agent of every such corporation or association, shall, when not otherwise provided, pay the same fees and taxes to the Insurance Commissioner of this State as are imposed by such other State upon any similar corporations or associations incorporated by or organized under the laws of this State, or upon the agents of any such corporations or associations transacting business in such other State.

1885, ch. 104, § 14. Failure to make annual report, etc.

Sec. 2902. If such corporation or association shall, at any time, fail or refuse to make the annual report, or shall neglect for more than thirty days to pay any final judgment rendered against it in the courts of this State, the Insurance Commissioner shall forthwith suspend or revoke all authority to such corporation or association, and all its agents, to do business in this State, and shall publish such revocation in some newspaper published in this State.

1885, ch. 104, § 15. This chapter not applicable to secret or benevolent societies.

Sec. 2903. Nothing in this chapter contained shall be construed to apply to any secret or fraternal society, nor to any association organized solely for benevolent and charitable purposes, whose members are employed by one or by one or more similar corporations or institutions, or whose membership is confined to one trade, art, or profession.

Sec. 2904. Whenever it shall come to the knowledge of the Insurance Commissioner that any company or association under his supervision doing a business within this State upon the assessment or co-operative plan of insurance or indemnity, has failed to collect the necessary sum by assessment to make full payment of the maximum amount named in any contract, it shall be the duty of the Insurance Commissioner to notify said company or association to cease doing new business unless it shall thereafter use, in the solicitation thereof, only such application forms as shall bear, printed in red ink in a conspicuous manner along the margin of said application forms, the words, "it is understood and agreed that the amount to be paid, when the certificate issued upon this application becomes a claim, shall be dependent upon the amount collected from an assessment made to meet such claim," and every company or association shall immediately conform to the provisions of this section whenever so notified. Every company or association violating the provisions of this section shall be fined not less than one hundred nor more than five hundred dollars.

1882, ch. 116, §§ 1, 2. Co-operative life and accident insurance companies regulated.

Penalty.

CHAPTER CLXXIII.

GENERAL PROVISIONS.

SECTION

2905. Foreign companies to appoint Insurance Commissioner as attorney.
2906. Revocation of certificate.
2907. How companies may consolidate.
2908. Value of stock of original companies, how ascertained.
2909. Capital of consolidated company.
2910. Certificate of consolidation to be filed.
2911. When premium notes subject to set-off.
2912. Suits against company not to be restricted to less than one year.
2913. Reciprocal obligations imposed on companies of other States.
2914. Deposit with State Treasurer.
2915. Treasurer to make annual examination of securities.
2916. Fee of Treasurer.
2917. Securities, how withdrawn.
2918. Agents of companies of other States.
2919. Penalty for false oath, etc. Falsification of bonds.
2920. False representations by advertisements.
2921. Advertisements to conform to latest verified statement.
2922. Forfeiture for violation of two preceding sections.
2923. Agent defined.

SECTION

2924. Power of attorney to vote at meeting of life insurance company.
2925. When provisions of this title applicable.
2926. Duty of commissioner when process served on him.
2927. Commissioner may designate person upon whom process may be served.
2928. Companies to file copy of charter, etc., with commissioner.
2929. Certificate of authority to do business.
2930. Agent of foreign insurance company must procure licenses.
2931. Penalty of transacting business without conforming to law. License revocable.
2932. When business may be done under such license; how conducted.
2933. Fee for acting under license
2934. Four preceding sections when not to apply.
2935. Who are insurance brokers?
2936. License to insurance broker.
2937. Term of license. How revoked.
2938. When certificates and licenses to expire.
2939. General penalty for violating provisions of this title.
2940. Penalty for violation of insurance laws relating to foreign companies.

1882, ch. 79, § 1. 1885, ch. 104, § 3. Foreign companies to appoint Insurance Commissioner as their attorney.

Sec. 2905. No insurance company, corporation, or association organized under the laws of any other State, or any foreign country, shall directly or indirectly issue policies, take risks, or transact business in this State, until it shall have first appointed in writing the Insurance Commissioner of this State to be the true and lawful attorney of such company, corporation, or association, in and for this State, upon whom all lawful process, in any action or proceeding against the company, corporation, or association may be served with the same effect as if the company, corporation, or association existed in this State.

Said power of attorney shall stipulate and agree on the part of the company, corporation, or association that any lawful process against the same which is served on said attorney shall be of the same legal force and validity as if served on the company, corporation, or association, and that the authority shall continue in force so long as any certificate of membership, policy, or liability remains outstanding against the company, corporation, or association in this State. A certificate of such appointment, duly certified and authenticated, shall be filed in the office of the Insurance Commissioner, and copies certified by him shall be deemed sufficient evidence. Service upon such attorney shall be deemed sufficient service upon the principal.

1879, ch. 63, art. 4, § 2. Revocation of certificate.

Sec. 2906. When the Insurance Commissioner shall find that any insurance company not incorporated by this State is unsound, estimated in the manner prescribed in section 2836, he shall revoke its license, and cause notice thereof to be published in two daily newspapers, printed, one in Hartford and one in New Haven, at least one week; and he may re-issue such license when he shall be satisfied of its soundness; and no agent of such company shall, after the first publication of such notice, issue or renew any policy of insurance in its behalf.

1879, ch. 63, art. 4, § 3. How companies may consolidate.

Sec. 2907. When the stockholders of any fire insurance company shall vote to consolidate with any other similar company, and the stockholders of both companies shall agree to such consolidation, and determine under which corporate organization and name their business shall be conducted, they shall be consolidated under the corporate organization and name thus chosen, and thereupon all rights and property of both of said companies shall become the property of the corporation composed of such companies, and said last named corporation shall be liable for the outstanding obligations of such companies.

1879, ch. 63, art. 4, § 4. Value of stock of original companies, how ascertained.

Sec. 2908. Upon such consolidation, the value of each share of the capital stock of each of the original companies shall be ascertained through a valuation of all its assets and liabilities at the time of such consolidation, and new shares (and, when necessary, parts of shares) of the consolidated company shall be apportioned to each stockholder, equal to the value of his shares in either of the original companies; and such shares so apportioned shall be substituted for the shares in such companies; and all certificates of shares in said original companies shall be surrendered when new certificates shall be issued.

1879, ch. 63, art. 4, § 5. Capital of consolidated company.

Sec. 2909. The capital stock of the consolidated company shall not exceed the aggregate authorized capital of the original companies.

1879, ch. 63, art. 4, § 6. Certificate of consolidation to be filed.

Sec. 2910. The president and directors of such consolidated company shall, within thirty days after such consolidation, file a certificate in the office of the Secretary of the State, stating such consolidation, and the name and charter adopted.

1879, ch. 63, art. 4, § 7. Premium notes when subject to set-off.

Sec. 2911. When any inhabitant of this State shall effect insurance in any fire insurance company, and give a premium note, the policy and note shall constitute one contract, and every equitable claim of the maker thereof upon said company may be set off against said note in the hands of a third party; and when any such company becomes insolvent, the maker shall be liable on said note for only the equitable proportion thereof, for such part of the term of insurance as said company continued solvent; and if the insolvency occurs within sixty days after its date, said note shall be void, except for any amount for which the maker may have a claim on said company. All mutual fire insurance companies (except those otherwise authorized by their charters) shall take premium notes for the obligations of the assured; and assessments shall be for losses only, and upon said notes, and when paid shall be in payment, in whole or in part, as the case may be, of such notes.

1879, ch. 63, art. 4, § 8. Suits not to be restricted to period less than one year.

Sec. 2912. No insurance company shall limit the term within which any suit shall be brought against it to a period less than one year from the time when the loss insured against shall occur.

1889, ch. 95. Reciprocal obligations imposed on companies of other States.

Sec. 2913. When any other State shall impose any obligation, prohibition, or restriction upon insurance companies, corporations, or associations of this State or their agents transacting business in such other State, the like obligations, prohibitions, and restrictions are hereby imposed on similar companies, corporations, and associations of such other State and their agents transacting business in this State; and such companies, corporations, and associations of other States, and their agents, shall pay all penalties to the Insurance Commissioner of this state, and make deposits with the State Treasurer.

1879, ch. 63, art. 4, § 10. Deposit with State Treasurer.

Sec. 2914. When any State shall require insurance companies of other States to deposit with some officer of such other State securities in trust for policy-holders of such companies as a pre-requisite to their transacting business in such State, the Treasurer of this State may receive from any insurance com-

pany of this State the securities required by the laws of such other State on deposit, and hold the same in trust for the policy-holders of such company; but such company may collect and receive the interest and dividends thereon, and withdraw them on depositing with the said Treasurer other securities of like character and value. The Treasurer shall issue a certificate, under seal, of such deposit for each State which shall require the same, which shall state the items and amount of securities thus deposited, and that he is satisfied that they are of the market value represented therein; but no securities shall be estimated above the par value of the same, nor shall any such securities be withdrawn except as provided in this section.

1879, ch. 63, art. 4, § 11. Examination by the Treasurer.

Sec. 2915. An examination shall be annually made, by the Treasurer, of the securities held by him in trust as aforesaid from each insurance company, and if it shall appear at any time that they amount to less than the sum required for the purposes for which such deposit was made, he shall notify said company thereof, and unless the deficiency is made up within thirty days, shall countermand all the certificates he may have issued to said company under the preceding section, and give notice thereof to the officers of the States to whom said certificates may have been transmitted, and publish said notice in one newspaper printed in Hartford, and one printed in New Haven, for three weeks successively.

1879, ch. 63, art. 4, § 12. Fee of Treasurer.

Sec. 2916. Each insurance company so depositing securities with the Treasurer shall pay him twenty-five dollars annually, in lieu of all fees for such services, except in cases where it shall be necessary to make an examination out of his office; for each of which such special examinations and appraisals he shall be paid by the company in whose behalf the service is performed, ten dollars and his actual traveling expenses, in lieu of other fees.

1879, ch. 63, art. 4, § 13. Securities how withdrawn.

Sec. 2917. When said company shall have caused all its unexpired policies to be paid, canceled, or re-insured, and all its liabilities under such policies thereby to be extinguished, or to be assumed by some other responsible company having a similar deposit with said Treasurer, he shall, on application of such company, verified by the oath of its president or secretary, and on being satisfied by an examination of its books, and of its officers under oath, that all its policies are so paid, canceled, extinguished, or reinsured, deliver up to it such securities.

1879, ch. 63, art. 4, § 15. Agents of insurance companies of other States.

Sec. 2918. No person shall, in this State, act as agent of any insurance company or association, organized under the laws of any other State, until he shall have in all respects complied with the laws of this State.

1879, ch. 63, art. 4, § 16. Penalty for false witness. Falsification of books.

Sec. 2919. Every person who shall, upon oath or affirmation legally administered to him, willfully and corruptly make false report or testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is by this title required or authorized, shall be imprisoned in the State prison not less than one and not more than three years. And every person who shall make any false entry or memorandum upon any of the books or papers of any insurance company, with intent to deceive, shall be imprisoned in the State prison not less than one and not more than three years.

1879, ch. 63, art. 4, § 19. False representations by advertisements.

Sec. 2920. No company, corporation, or association, authorized to transact the business of fire insurance within this State, shall state or represent, either by advertisement in any newspaper, magazine, or periodical, or by any sign, circular, card, policy of insurance or certificate of renewal thereof, any funds or assets to be in its possession, not actually possessed by it and available for the payment of losses by fire, and held for the protection of holders of their policies of fire insurance. The advertising of subscribed capital not actually paid up in cash shall be construed as a violation of the provisions of this title.

1879, ch. 63, art. 4, § 20. Advertisements to conform to latest verified statement.

Sec. 2921. Every advertisement or public announcement, and every circular or card hereafter made or issued by any company, corporation, or association, authorized to transact the business of fire insurance within this State, which shall purport to make known the financial standing of any such company, corporation, or association, shall, in all particulars which it purports to give, correspond with the last preceding verified statement made by said company, corporation, or association to the insurance department of this State.

1879, ch. 63, art. 4, § 21. Penalty for violation of two preceding sections.

Sec. 2922. Every person or corporation violating any provision of the two preceding sections shall, for the first offense, forfeit and pay to the State five hundred dollars; and for every subsequent offense he shall forfeit and pay to the State one thousand dollars.

1879, ch. 63, art. 4, § 22. Agent defined.

Sec. 2923. The term agent or agents used in this title shall include an acknowledged agent or surveyor, and any person or persons who shall in any manner aid in transacting the business of an insurance company.

Sec. 2924. No power of attorney to vote at any meeting of any life insurance company shall be used at more than one meeting of such corporation.

1879, ch. 63, art. 4, § 23. Power of attorney to vote at meeting of life insurance company.

Sec. 2925. The provisions of this title shall be applicable to all forms of insurance and to all insurance companies, associations, corporations, partnerships, individuals, or associations of individuals doing or attempting to do business under any charter, compact, or agreement making a guaranty, contract, or pledge of insurance, and to all chartered mutual benefit companies, so far as the nature of the business of the same may admit; but the provisions of section 2854 shall not apply to policies or certificates in which the amount of insurance or benefit is determined by an assessment collected from the surviving and associated holders of like policies or certificates, and not by a guaranty or pledge of insurance irrespective of the amount thus collected; provided, that any amount collected upon such assessments, until expended for the purpose for which it was collected, shall be charged as a liability against the company or association holding the same.

1879, ch. 63, art. 4, § 24.
1882, ch. 115. When provisions of this title applicable.

Sec. 2926. Whenever lawful process against an insurance company, corporation, or association shall be served upon the Insurance Commissioner, he shall forthwith forward a copy of the process served on him, by mail, post-paid, and directed to the secretary of the company, or in the case of companies of foreign countries, to the resident manager, if any, in this country. For each copy of process the commissioner shall collect the sum of two dollars, which shall be paid by the plaintiff at the time of such service, the same to be recovered by him as part of the taxable costs if he prevails in the suit.

1882, ch. 79, § 2. Duty of commissioner when process is served on him.

Sec. 2927. Whenever service of process on an insurance company may be made by law on the Insurance Commissioner of this State, such commissioner may from time to time designate some person in his office upon whom, in his absence, service of such process may be made; and such service shall be of the same force and effect as though made on the commissioner personally.

1884, ch. 11. Service of process on foreign insurance companies.

Sec. 2928. Every insurance company or association incorporated or organized in this State shall, before issuing any policy of insurance or making any contract of insurance, file with the Insurance Commissioner a certified copy of its charter or articles of association, and a statement verified by the oath of its president and secretary, showing that said company is duly organized.

1884, ch. 42, § 1. Insurance companies to file copy of charter and statement of organization with Insurance Commissioner.

1884, ch. 42, § 2. Certificate of authority to do business.

Sec. 2929. Upon receiving such statement the Insurance Commissioner shall examine such company or association, and, if he finds that it has complied with the terms of its charter or articles of association and the laws of the State, shall issue a certificate authorizing such company or association to issue policies and make contracts of insurance.

1887, ch. 130, § 1. Agent of foreign insurance companies must procure license.

Sec. 2930. No person shall act as agent of any insurance company, corporation, association, partnership, or combination of persons, incorporated, organized, associated, or combined under or by virtue of the laws of any other State of the United States or of any foreign country, directly or indirectly taking risks or transacting any kind or form of insurance business in this State, without procuring from the Insurance Commissioner, under a penalty of not less than one hundred nor more than five hundred dollars, a certificate of authority, stating that such company, corporation, association, partnership, or combination of persons has complied with all the laws of this State relative to such companies, corporations, associations, partnerships, or combinations of persons, which certificates shall continue in force until the thirty-first day of March next after its issue, unless revoked for cause.

Duration of license.

1887, ch. 130, § 2. Penalty.

Sec. 2931. Any person who, in this State, solicits or procures policies or risks from or in any insurance company, corporation, association, partnership, or combination of persons mentioned in the preceding section, except such risk be upon his own property or person, or who, in any manner, except as provided in the preceding section, aids the transaction of business in this State by any such company, corporation, association, partnership, or combination of persons that has neglected or refused to comply with all the laws of this State relative to such companies, corporations, associations, partnerships, or combinations of persons, shall be fined not more than one thousand dollars; provided, however, that the Insurance Commissioner, upon the payment of a fee of twenty dollars, may issue a license to any person, permitting the person named therein to procure policies of fire insurance on property in this State in companies or associations approved by said commissioner, which have not complied with the laws of this State relative to such companies or associations; which license shall continue in force until the first day of April next following its issue, unless sooner revoked. But it shall be revocable at the pleasure of said commissioner.

Insurance Commissioner may issue a license revocable at his pleasure.

Sec. 2932. No person shall act under such license until he make and file in the office of the Insurance Commissioner an affidavit that he is unable to procure in companies admitted to do business in this State the amount of insurance necessary to protect the property to be insured under such license. Such person shall keep a separate account of the business done under such license, which account shall at all times be open to the inspection of the Insurance Commissioner, and shall annually, on or before the tenth day of January, file in the office of the Insurance Commissioner a sworn statement showing first, the exact amount of insurance placed for each person, firm, or corporation, under such license; second, the gross premiums charged thereon; third, in what company or companies, association or associations; fourth, the date of the policy or policies; and fifth, the terms thereof.

1887, ch. 130, § 3. When business may be done under such license.

Business done under such license, how conducted.

Sec. 2933. Each person acting under such license shall pay to the Insurance Commissioner of this State, annually, on or before the twentieth day of January, a sum equal to three per centum of the gross premiums charged for insurance procured or placed under such license.

1889, ch. 89. Annual fee.

Sec. 2934. The four preceding sections shall not be construed to apply to fraternal associations dispensing aid or benefits to members or their heirs.

1887, ch. 130, § 5. When to apply.

Sec. 2935. Whoever for compensation acts or aids in any manner in negotiating contracts of insurance or reinsurance, or placing risks, or effecting insurance or reinsurance for a person other than himself, and not being the appointed agent or officer of the company in which such insurance or reinsurance is effected, or the duly authorized agent of any other company legally admitted to do business in this State, shall be deemed an insurance broker, and no person shall act as such broker except as provided in this and the two succeeding sections.

1887, ch. 55, § 1. Who are insurance brokers.

Sec. 2936. The Insurance Commissioner may, upon the payment of a fee of ten dollars, issue to any person a certificate of authority to act as an insurance broker to negotiate contracts of insurance or reinsurance, or place risks, or effect insurance or reinsurance, with any qualified domestic insurance company of its agents, and with the authorized agents in this State of any foreign insurance company duly admitted to do business in this State.

1887, ch. 55, § 2. License to insurance broker.

1887, ch. 55, § 3. Term of license. When and how revoked.

Sec. 2937. Such certificate shall remain in force for one year, unless revoked by the commissioner for cause. Such cause shall exist upon conviction of the holder of such certificate of a violation of the insurance laws, and whenever it shall appear to the commissioner, upon due proof after notice, that the holder has unreasonably failed and neglected to pay over to the company or agent entitled thereto any premium or part thereof collected by him on any policy of insurance. The commissioner shall publish such revocation in such manner as he deems suitable for the protection of the public.

1886, ch. 113, § 1. 1887, ch. 141. Certificates and licenses when to expire.

Sec. 2938. All certificates or licenses issued by the Insurance Commissioner of this State to companies or associations existing under the laws of any other State or foreign government or to any agent of any such company or association, shall expire, unless the same be sooner revoked, April first of each year.

1879, ch. 63, art. 4, § 25. General penalty.

Sec. 2939. Every person or corporation violating any provision of this title for which no penalty is provided shall be fined not less than one hundred nor more than five hundred dollars.

G. S. 1875, 527. Penalty for violation of insurance laws by foreign and non-resident companies.

Sec. 2940. Every person who shall violate any laws of this State relating to insurance companies organized under the laws of other States or foreign governments shall be fined one hundred dollars.

TITLE XXX.

CHAPTER CXIX.

G. S. 1875, 280, § 21. Banks, etc., not to change location without authority.

Sec. 1941. No bank, savings bank, insurance company, or trust company, heretofore incorporated, shall change its location from one town to another, except by act of the General Assembly.

TITLE XLVI.

CHAPTER CLXVI.

G. S. 1875, 187, § 7. When life insurance policy for benefit of a married woman inures

Sec. 2799. Any policy of life insurance, expressed to be for the benefit of a married woman, or assigned to her, or in trust for her, shall inure to her separate use, or in case of her decease before payment, to the use of her children, or of her

husband's children, as may be provided in such policy, provided that if the annual premium on such policy shall exceed three hundred dollars, the amount of such excess with interest shall inure to the benefit of the creditors of the person paying the premium; but if she shall die before the person insured, leaving no children of herself or husband, the policy shall become the property of the person who has paid the premiums, unless otherwise provided in such policy. to her separate use, etc.

TITLE LXXV.

SURETY COMPANIES.

CHAPTER CCXL.

Sec. 3787. Any company with a paid-up capital of not less than two hundred and fifty thousand dollars, incorporated and organized under the laws of any State of the United States for the purpose of transacting business as surety on obligations of persons or corporations, and which has complied with all the requirements of the law regulating the admission of such companies to transact business in this State may, upon production of evidence of solvency and credit satisfactory to the judge, head of department, or other officer authorized to approve such bond, be accepted as surety upon the bond of any person or corporation required by the laws of this State to execute a bond, in lieu of any surety or sureties as now required by law, and such company may be released from its liability on the same terms and conditions as are by law prescribed for the release of individuals, it being the true intent and meaning of this chapter to enable corporations created for that purpose to become the surety on bonds required by law, subject to all the rights and liabilities of persons. 1886, ch. 27. Bonds of suretyship by foreign corporations.

Sec. 3788. Any court or officer whose duty it is to pass upon the account of any person or corporation required by law to give a bond, may, whenever such person or corporation has given any such surety company as surety upon said bond, allow in the settlement of such account a reasonable sum for the expense of procuring such surety. 1885, ch. 107. Allowance for expense of suretyship to one required to give bond.

Sec. 3789. Any company which shall execute any bond as surety under the provisions of the two preceding sections shall be estopped in any proceedings, to enforce the liability 1885, ch. 107. Company estopped from denying its power.

which it shall have assumed to incur, to deny its corporate power to execute such instrument or assume such liability.

1885, ch. 108. Foreign companies doing business as sureties on obligations.

Sec. 3790. Any company incorporated and organized under the laws of any State of the United States other than this State, for the purpose of transacting business as surety on obligations of persons or corporations, may transact such business in this State upon complying with the provisions of this chapter and not otherwise.

1885, ch. 108. Conditions precedent to transaction of business in this State.

Sec. 3791. No such company, not incorporated under the authority of this State, shall directly or indirectly take risks or transact business in this State until it shall have first appointed, in writing, the Insurance Commissioner of this State to be the true and lawful attorney of such company in and for this State, upon whom all lawful process in any action or proceeding against the company, may be served with the same effect as if the company existed in this State. Said power of attorney shall stipulate and agree on the part of the company that any lawful process against the company which is served on said attorney shall be of the same legal force and validity as if served on the company, and that the authority shall continue in force so long as any liability remains outstanding against the company in this State. A certificate of such appointment, duly certified and authenticated, shall be filed in the office of the Insurance Commissioner, and copies certified by him shall be deemed sufficient evidence. Service upon such attorney shall be deemed sufficient service upon the principal.

1885, ch. 108. Service of process against such company.

Sec. 3792. Whenever lawful process against such company shall be served upon the Insurance Commissioner, he shall forthwith forward a copy of the process served on him, by mail, post paid, and directed to the secretary of said company. For each copy of process the commissioner shall collect the sum of two dollars, which shall be paid by the plaintiff at the time of such service, the same to be recovered by him as part of the taxable costs if he prevail in the suit.

1885, ch. 108. Capital stock of such companies.

Sec. 3793. No person shall act within the State as agent for such company, incorporated or organized under the laws of any other State, unless such company is possessed of two hundred and fifty thousand dollars capital, and unless such capital to the extent of one hundred thousand dollars is invested in stocks created by the laws of the United States, or by or under the laws of the State in which such company is located, or in

other safe stock or securities, the value of which at the time of such deposit, shall be at or above par, which investments are deposited with the Insurance Commissioner, Auditor, Comptroller, or chief financial officer of the State under whose laws such company is incorporated, and the Insurance Commissioner of this State is furnished with the certificate of such Insurance Commissioner, Auditor, Comptroller, or chief financial officer aforesaid, under his hand and official seal, that he, as such Insurance Commissioner, Auditor, Comptroller, or chief financial officer of such State, holds in trust and in deposit for the benefit of all obligees of such company, the securities before mentioned; which certificate shall describe the items of security so held, and shall state that he is satisfied that such securities are worth one hundred thousand dollars.

Deposit of securities.

Sec. 3794. Every person who shall so far represent any such company incorporated or organized under the laws of any other State as to receive or transmit applications for suretyship or to receive for delivery bonds founded on applications forwarded from this State, or otherwise to procure suretyship to be effected by such company upon the bonds of persons or corporations in this State, or upon bonds given to persons or corporations in this State, shall be deemed as acting as agent for such company and shall be subject to the restrictions and liable to the penalties herein made applicable to agents of such companies.

1885, ch. 108. Who deemed agents of such companies.

Sec. 3795. Every such company, before transacting any business in this State, shall deposit with the Insurance Commissioner a copy of its charter or articles of association, and a statement signed and sworn to by its president and secretary stating the amount of its capital and the manner of its investments, designating the amount invested in mortgages, in the stock of incorporated companies, stating what companies, in public securities, and also the amount invested in other securities, particularizing each item of investment; the amount of existing bonds upon which such company is surety, stating what portion thereof is secured by the deposit with such company of collateral security, the amount of premium thereon and the amount of liabilities, specifying therein the amount of outstanding claims adjusted or unadjusted, due or not due.

1885, ch. 108. Copy of charter, sworn statement, etc., to be deposited with Insurance Commissioner.

Sec. 3796. Every such company shall, in the month of January annually, deposit with the Insurance Commissioner a similar statement of the capital of said company, and its invest-

1885, ch. 108. Annual statements to be so deposited.

ments and risks as aforesaid, to be made up to the thirty-first day of December next preceding, together with such other information as the Insurance Commissioner may require, signed and sworn to as above directed.

1885, ch. 108. License to do business.

Sec. 3797. If the Insurance Commissioner be satisfied with said certificate, and if said company shall have complied with all other provisions of law, he shall thereupon issue his license to it to transact business in this State for one year from the first day of April following, but no such license shall be issued unless such certificate is furnished.

1885, ch. 108. Penalty for acting as agent of unauthorized company.

Sec. 3798. No person shall act as agent of any such company until such company shall have complied with all the requirements of the laws of this State relating to such companies, and every person acting without such compliance shall be fined one thousand dollars.

1885, ch. 108. Examination of officers of company.

Sec. 3799. The Insurance Commissioner, either personally or by a committee appointed by him, consisting of one or more persons not directors, officers, or agents of any surety company, doing business in this State, may at any time examine into the affairs of any surety company incorporated by or doing business in this State. The officers or agents of such company shall exhibit its books to said commissioner or committee, and otherwise facilitate such examination, and the commissioner or committee may examine under oath the officers and agents of any such company in relation to its affairs; and said commissioner shall, if he deem it best so to do, publish the result of such investigation in one or more newspapers published in this State.

Revocation of license to do business.

When it shall appear to the Insurance Commissioner from the statement or from an examination of the affairs of any such company, that such company is insolvent or is conducting its business fraudulently, or refuses or neglects to comply with the laws of the State relating to such companies, it shall be the duty of said Commissioner to revoke the certificate of authority issued to the agent or agents of any such company, and he shall cause a notice thereof to be published in one or more newspapers published in this State, and the agent or agents of such company after such notice shall transact no further business in this State.

Expenses of examination.

All the expenses of an examination made under the provisions of this section shall be paid to the Insurance Commissioner by the company examined.

Sec. 3800. Every such company applying for admission to transact business in this State shall pay to the Insurance Commissioner for the use of the State, for filing copy of its charter or articles of association, the sum of thirty dollars; for filing statement preliminary to admission and for filing each annual statement after admission, the sum of twenty dollars, and for each agent's certificate, annually, the sum of two dollars. 1885, ch. 108. Fees to the Insurance Commissioner.

Sec. 3801. Every such company organized under the laws of any other State, and admitted to transact business in this State, and each agent of every such company, shall pay the same fees and taxes to the Insurance Commissioner of this State as are imposed by such other State upon any similar companies incorporated by or organized under the laws of this State or upon the agents of any such companies transacting business in such other State. 1889, ch. 89. Fees and taxes to Insurance Commissioner.

TITLE LXXVI.

CHAPTER CCXLI.

ASSESSMENT OF TAXES.

SECTION		SECTION	
3837.	Returns to assessors of names of stockholders and value of stock.	3838.	Returns of property held in pledge.

RETURNS TO ASSESSORS.

Sec. 3837. The cashiers or secretaries of all corporations, whose stock is liable to taxation, shall, on or before the twelfth day of October, annually, inform the assessors of each town of the names of the stockholders residing therein, and the amount of stock owned by each, as exhibited by the books of said corporations, on the first day of said October, so far as the residence of such stockholders shall be known to such cashiers or secretaries, and its market value during the month of September next preceding; and any such cashier or secretary who shall neglect to furnish such information to the assessors of any town where said stock is liable to be taxed shall forfeit fifty dollars to such town; but putting a letter into the post office containing such information, postage paid, addressed to the assessors of any town where such owner resides, shall be a compliance with the provisions of this section.

Sec. 3838. The cashier of each bank and national banking association, the treasurer of each savings bank and the secretary of each corporation incorporated by the laws of this State, shall, upon the request of the assessors of any town, inform them of the name of any person therein who owns stock or bonds held by such corporation as collateral security for any indebtedness or liability, and the amount and description of such stock or bonds; and any such cashier, treasurer, or secretary, who shall neglect to furnish such information to the assessors of any town where said stock or bonds are liable to be taxed, shall forfeit one hundred dollars to said town.

CHAPTER CCXLIV.

SPECIAL TAXES ON CORPORATIONS.

Sec. 3916. The cashier or secretary of each corporation, whose stock is liable to taxation, and not otherwise taxed by the provisions of this title, shall, on the first day of October, annually, or within ten days thereafter, deliver to the comptroller a sworn list of all its stockholders residing without this State on the said day, and the number and market value of the shares of stock therein, then belonging to each; and shall, on or before the twentieth day of October, annually, pay to the State one per cent. of such value; and if any such cashier or secretary shall neglect to comply with the provisions of this section, he shall forfeit to the State one hundred dollars, in addition to said one per cent. so required to be paid.

1875, ch. 18.
1875, ch. 19.
1881, ch. 49.
Returns from insurance companies.

Sec. 3933. The secretary or treasurer of every insurance company, chartered by this State, and doing business, in whole or in part, upon the plan of mutual insurance, including every company whose policy-holders have a right to participate in its profits, shall, if a fire insurance company, on or before the twentieth day of January, and if a life insurance company, on or before the fifteenth day of February, annually, render to the Comptroller a sworn statement, showing the total amount of its assets on the preceding thirty-first day of December, with a detailed enumeration of such assets, and the market value thereof, the amount of premium notes held by it, its ascertained and unpaid losses on that day, and, if a life insurance company,

if said company be also in part a stock company, the stock whereof is by law taxable, the market value of the assets belonging to the stock department of said company, and if a fire insurance company, with a statement of the balance remaining after deducting from the total amount of assets the said ascertained and unpaid losses, and the market value of any bonds received by it, which have been heretofore issued by this State, or by any town or city in this State, in aid of the construction of any railroad, and which by the laws of the State are exempt from taxation, and the premium notes held by it.

G. S. 1875, 170, § 15. 1875, ch. 19. Tax on mutual fire insurance companies.

Sec. 3934. Every such mutual fire insurance company shall, annually, pay to the State, on or before the thirtieth day of January, as a tax upon its corporate franchise, three fourths of one per cent. upon the balance remaining as aforesaid.

G. S. 1875, 170, § 16. 1875, ch. 18. 1881, ch. 49. Tax on mutual life insurance companies.

Sec. 3935. Every such mutual life insurance company shall, annually, on or before the twenty-fifth day of February, pay to the State, as a tax upon its corporate franchise, a sum equal to one-fourth of one per cent. on the total amount of its premium notes, and on the market value of all its other assets, deducting, however, the amount of its ascertained and unpaid losses, the market value of its real estate, liable to taxation in this State, the market value of any bonds owned by it which have been issued by this State, or by any town or city in this State, in aid of the construction of any railroad, and which by the law of this State are exempt from taxation, and if said company be in part a stock company, the stock whereof by law is otherwise liable to taxation, the market value of the assets belonging to its stock department.

G. S. 1875, 170, § 17. 1881, ch. 49. Where sum paid, to be in lieu of other taxes.

Sec. 3936. The sums specified in the two preceding sections to be paid by each of said companies, annually, shall be in lieu of all other taxes upon its assets, except upon the real estate held by it, over and above what may be necessarily used by it in transacting its appropriate business, and in case of a life insurance company excepting its taxable stock.

1875, ch. 19. 1881, ch. 49. Forfeiture for failure to return statements.

Sec. 3937. If any person whose duty it shall be to make and return any statement required by the preceding sections relating to mutual insurance companies, shall fail to do so within the time limited he shall forfeit five thousand dollars to the State, and if any such insurance company shall fail to make any payment required by this statute within the time herein

limited, it shall forfeit to the State twice the amount required for such payment.

G. S. 1875, 170, § 18. 1875, ch. 19. 1881, ch. 49. Boards of Equalization to correct statements.

Sec. 3938. The Board of Equalization shall examine and correct all statements and returns made to the Comptroller in pursuance of the five preceding sections; and in case any such company shall not make the return hereinbefore prescribed, said board shall, upon the best information which it can obtain, make out, within ten days after the time limited for making such returns, the statement required to be made by such company, and such statement or return so corrected, or made out, shall be conclusive as to the market value and amount of the assets of said company.

1889, ch. 89. Tax on insurance companies of other States.

Sec. 3939. Every insurance company or association incorporated by or organized under the laws of any other State, and admitted to transact business in this State, and each agent of every such insurance company, shall pay the same fees and taxes to the Insurance Commissioner of this State as are imposed by such other State upon any similar insurance companies incorporated by or organized under the laws of this State, or upon the agents of any such companies transacting business in such other State.

G. S. 1875, 171, § 21. Suits for taxes and penalties not barred, when.

Sec. 3942. No action commenced by the State against any person or corporation for the recovery of any sum, in the nature of a tax, which he or it is required to pay by the provisions of this chapter, or for the recovery of the penalty for the non-payment thereof, shall be barred or defeated by reason of the omission or failure of the Board of Equalization to perform the duties required of them by this chapter.

ENACTMENTS OF 1889.

CHAPTER LVII.

An Act concerning Deposits by Insurance Companies.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Legal title of securities deposited with State treasurer by insurance companies.

The legal title of all securities deposited with the State treasurer by any insurance company as a prerequisite to the transaction of business in other States, under the provisions of section 2914 of the general statutes, shall be transferred to such treasurer, in trust for the policy-holders of such insurance company.

Approved, March 29, 1889.

CHAPTER LXXVI.

An Act relating to Unclaimed Dividends of Insolvent Insurance Companies.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Unclaimed dividend of insolvent insurance company, how disposed of.

Whenever any dividend, ordered by any court, having jurisdiction, to be paid by the receivers or trustees in insolvency of any insolvent insurance company, has become due from the receiver or receivers, trustee or trustees, in insolvency thereof, and such dividend shall not be claimed by the owner thereof for the term of six months after the final dividends on said claims become due, the court in which the proceedings relating to any such insolvent insurance company may be pending, may, upon application, order such receiver or receivers, trustee or trustees, to pay such unclaimed dividend or dividends to the treasurer of the State, to be kept by him for the persons severally entitled thereto, as found by said court, and said receiver or receivers, trustee or trustees, shall, at the time when said pay-

ment is made to the treasurer, also file with him a certified copy of a decree of said court, stating to whom and in what amounts said moneys or dividends are payable, with their residences, if known; and such payment shall be a discharge to such receiver or receivers, trustee or trustees, of any liability for such dividend or dividends.

Approved, April 3, 1889.

CHAPTER XCIV.

An Act relating to Taxes of Foreign Insurance Companies.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Returns by agents of insurance companies of other States.

Sec. 1. Every agent of any fire, marine, or casualty insurance company or association incorporated or organized by or under the laws of any other State, and admitted to transact business in this State shall return annually, on or before the tenth day of January, under oath to the Insurance Commissioner, the gross amount of premiums collected by him for the year previous; and every such company or association shall also return annually on or before the tenth day of January, under oath of its president or secretary, the gross amount of premiums collected and received by it for the year previous on business done in this State; and upon receiving from said commissioner a certificate of acceptance of said returns, and of the amount of tax due thereon, said company shall pay said tax to the Insurance Commissioner on or before the twentieth day of January, annually, and the Insurance Commissioner may, if he deem it best, require from every such company a bond with surety for the payment of said taxes.

Tax on such companies.

Returns by agents of insurance companies of other countries.

Sec. 2. Every agent of any insurance company or association, incorporated by or organized under the laws of any foreign government, which shall have received from the Insurance Commissioner a license to transact business in this State, shall return, annually, on the tenth day of January, under oath to said commissioner, the gross amount of premiums collected by him for the year previous; and the resident manager of every such insurance company or association shall return annually, on the tenth day

of January, under oath to said commissioner, the gross amount of premiums collected or received by such company or association for the year previous on business done in this State; and said resident manager shall, annually, on or before the twentieth day of January, pay to the Insurance Commissioner of this State a tax of two per cent. upon the amount of premiums so collected or received, and the Insurance Commissioner may, if he deem it best, require from every such resident manager a bond with surety for the payment of said tax.

Sec. 3. Sections 3940 and 3941 of the general statutes are hereby repealed, and this act shall take effect from its passage. Repeal.

Approved, April 10, 1889.

CHAPTER XCVIII.

An Act relating to the Investments of Life Insurance Companies.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Sec. 1. No portion of the capital, assets, or income of any life insurance company of this State shall be used in the purchase of the stocks or bonds of any mining or manufacturing company in any event, nor in the purchase of the stocks or bonds of any other private corporation, upon which last mentioned stocks a regular dividend shall have been passed, or upon which last mentioned bonds a regular interest payment shall have been defaulted at any time within three years prior to such investment; and no loan shall be made by any such company upon the security of the stock of any mining company. And no loan shall be made by any such company upon the security of the stock of any manufacturing company whereof the market value is less than the par value unless the same shall be accompanied by the individual guarantee of some responsible party or parties, or by other collateral security of equal value to the amount of the sum loaned; and in any case the amount loaned shall not exceed fifty per centum of the market value of said stock. Investment of funds of life insurance companies.

Sec. 2. Section 2888 of the general statutes is hereby repealed. Repeal.

Approved, April 10, 1889.

CHAPTER CVII.

An Act relating to Agents of Foreign Insurance Companies.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Personal liability of agent of insurance company, not admitted to do business in this State.

The agent of any insurance company of another State, or of any foreign government, which has not been admitted to transact business in this State, shall be personally liable upon all contracts of insurance made by or through him, directly or indirectly, for or in behalf of any such company.

Approved, April 17, 1889.

CHAPTER CXXI.

An Act concerning Returns of Insurance and Railroad Companies.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Making false reports to insurance or railroad commissioners, how punished.

Every person who shall wilfully make false report to the Insurance Commissioner or the Railroad Commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the Insurance Commissioner or the Railroad Commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this act, shall be imprisoned in the State prison not less than one or more than five years.

Approved, May 7, 1889.

CHAPTER CXXXIV.

An Act to prohibit Discrimination in Life Insurance Contracts.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Sec. 1. No life insurance company doing business in the State of Connecticut shall make or permit any distinction or discrimination in favor of individuals between insurants of the same class and expectation of life in the amount or payment of premiums or rates charged for policies of life or endowment insurance, or in the dividends or other benefits payable thereon, or in any other of the terms and conditions of the contracts it makes; nor shall any such company or any agent, sub-agent, broker, or any other person, make any contract of insurance or agreement as to such contract, other than as plainly expressed in the policy issued thereon; nor shall any such company or agent, sub-agent, broker, or any other person, pay or allow, or offer to pay or allow, as inducement to insurance, any rebate of premium payable on the policy, or any special favor or advantage in the dividends or other benefit to accrue thereon, or any valuable consideration or inducement whatever not specified in the policy contract of insurance. Life insurance company not to discriminate in favor of individuals.

Sec. 2. No person shall act in the solicitation or procurement of applications for, or policies of, insurance for any company or corporation, referred to in this act, without first procuring a certificate of authority as agent from the Insurance Commissioner. Said certificate of authority must be renewed on April first of each year. Solicitors of applications for life policies to have certificate of authority.

Sec. 3. Any person or corporation violating any provision of this act shall be fined not less than one hundred nor more than five hundred dollars, and it is hereby made the duty of the Insurance Commissioner, on the conviction of any person acting as such agent, sub-agent, or broker, to revoke the certificate of authority issued to him at once, and no such certificate shall be thereafter issued to said convicted person by said commissioner for the term of three years from the date of such conviction. Penalty for violation.

Approved, May 15, 1889.